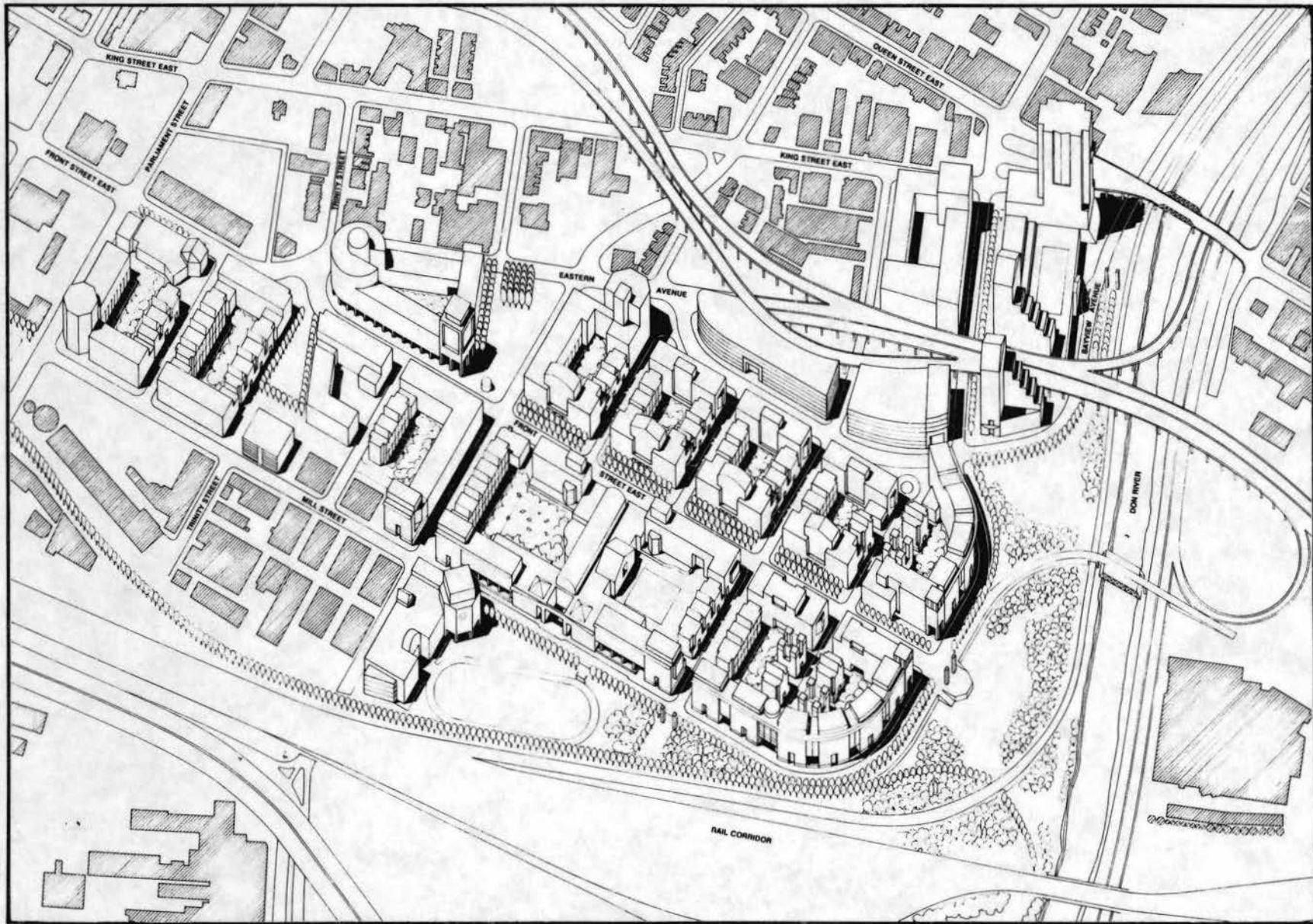


ATARATIRI SITE PLAN



CITY OF TORONTO HOUSING DEPARTMENT

THE KIRKLAND PARTNERSHIP

CANADIAN INSTITUTE OF PLANNERS

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1990-1991

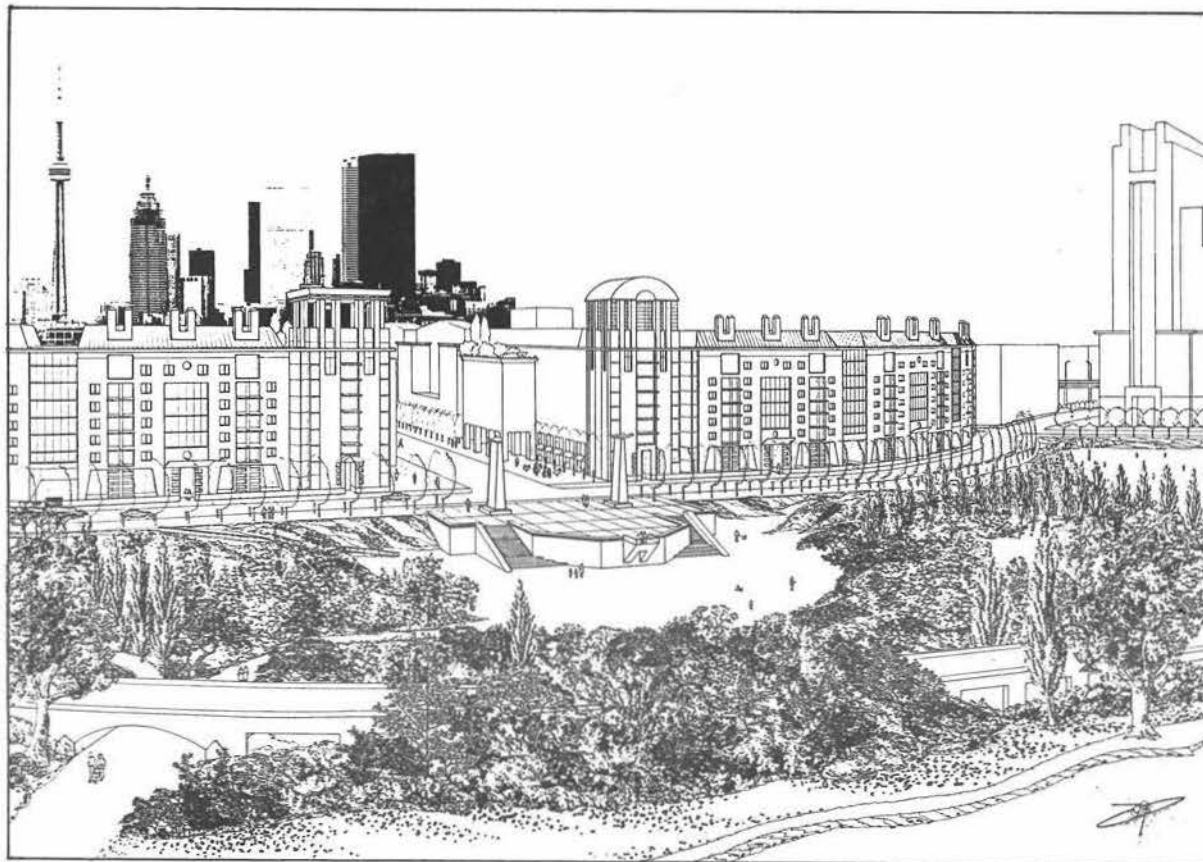
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ATARATIRI SITE PLAN

CITY OF TORONTO HOUSING DEPARTMENT



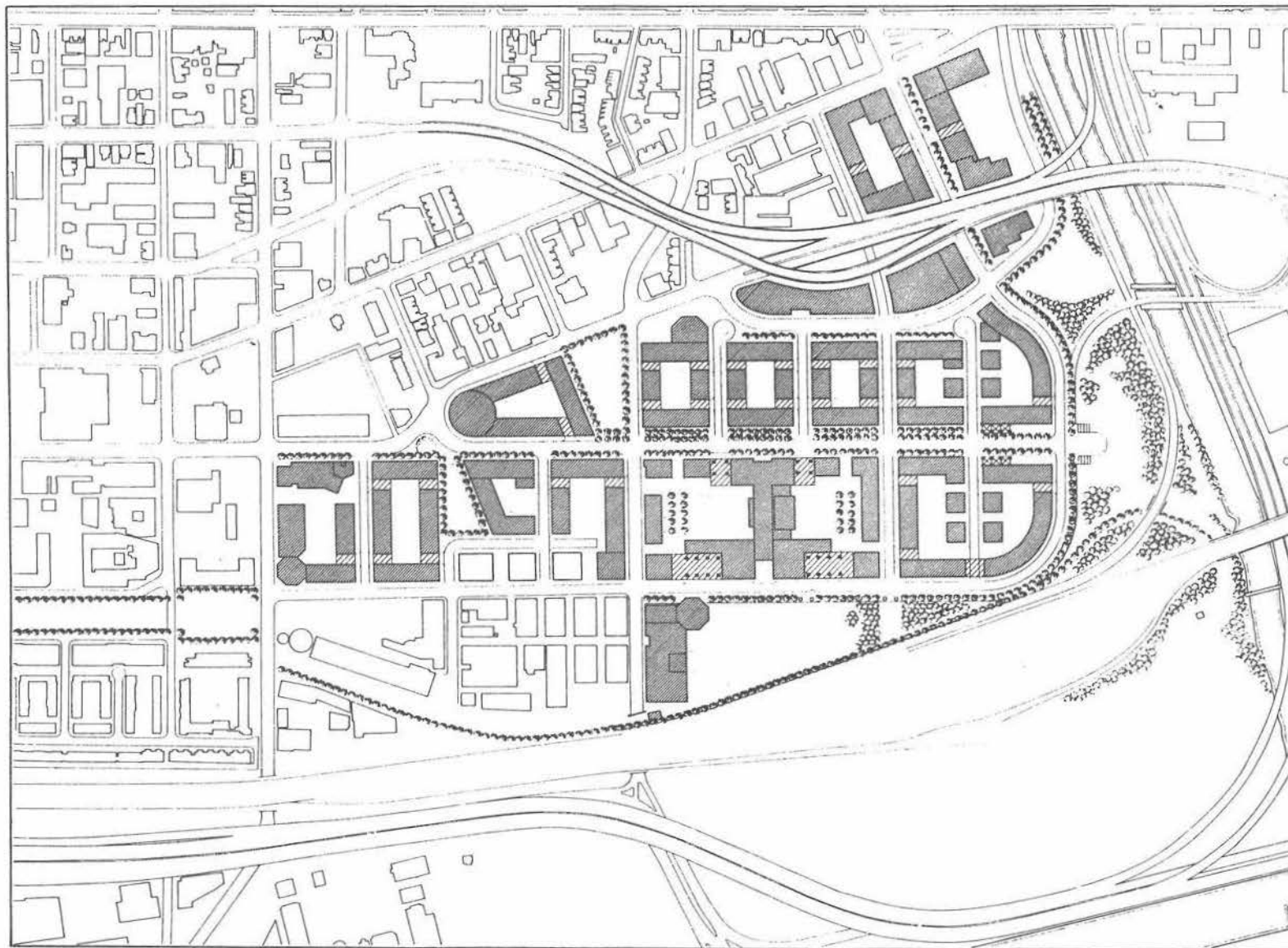
THE KIRKLAND PARTNERSHIP

FINAL REPORT
December 1990

THE KIRKLAND PARTNERSHIP INC.

225 Richmond St. W., Suite 500
Toronto, Ontario, M5V 1W2

A T A R A T I R I



THE KIRKLAND
PARTNERSHIP

City of
Toronto
Housing
Department



SITE PLAN

EXECUTIVE SUMMARY

Ataratiri will be a mixed-use community located on a 32.5 hectare (81 acres) site on the eastern edge of downtown Toronto. The Ataratiri site plan can accommodate approximately 7,300 housing units, parks, supporting community and institutional uses and jobs for at least 1500 employees.

Urban Design and Planning Principles

The key recommendations of the urban design strategy include:

- 1) major open spaces should be consolidated on the south and east perimeter
- 2) Front Street E. should be the "Main Street" of Ataratiri
- 3) the existing city street grid should be extended into the site
- 4) views along Front and Mill Streets should be preserved

These urban design recommendations are seen as complementary to the basic planning principles contained in the Principles, Directions and Strategy report:

- 1) Ataratiri should be a safe and healthy community
- 2) Ataratiri should be an integrated community
- 3) Ataratiri should be a diverse community
- 4) Ataratiri should be an accessible community

Environmental Constraints

The plan recognizes the environmental constraints of the site:

- 1) parks buffer the noise and vibration at the edge of the site
- 2) buildings are set back from the rail lines by at least 30 metres
- 3) non-residential uses are located adjacent to the Richmond/Adelaide expressway ramp
- 4) a flood control embankment will raise the east edge of the site by 2.5m

Streets and Blocks

The existing north-south street grid of Toronto shall be extended into Ataratiri, with Front Street E. as the main street and River Street extended south to connect to Mill Street. Regional commuter traffic can be deflected away from the centre of the site by connecting Bayview Avenue to Eastern Avenue. The local streets are arranged to produce blocks which are 72m wide, to permit a variety of high density, medium rise residential design alternatives.

Streets in Ataratiri will have different widths, depending upon their character. Local streets will have a right of way between 18 and 20 metres, while Front Street E. will be approximately 36m wide to permit a linear park on the sunny south side of the street.

Transportation Strategy

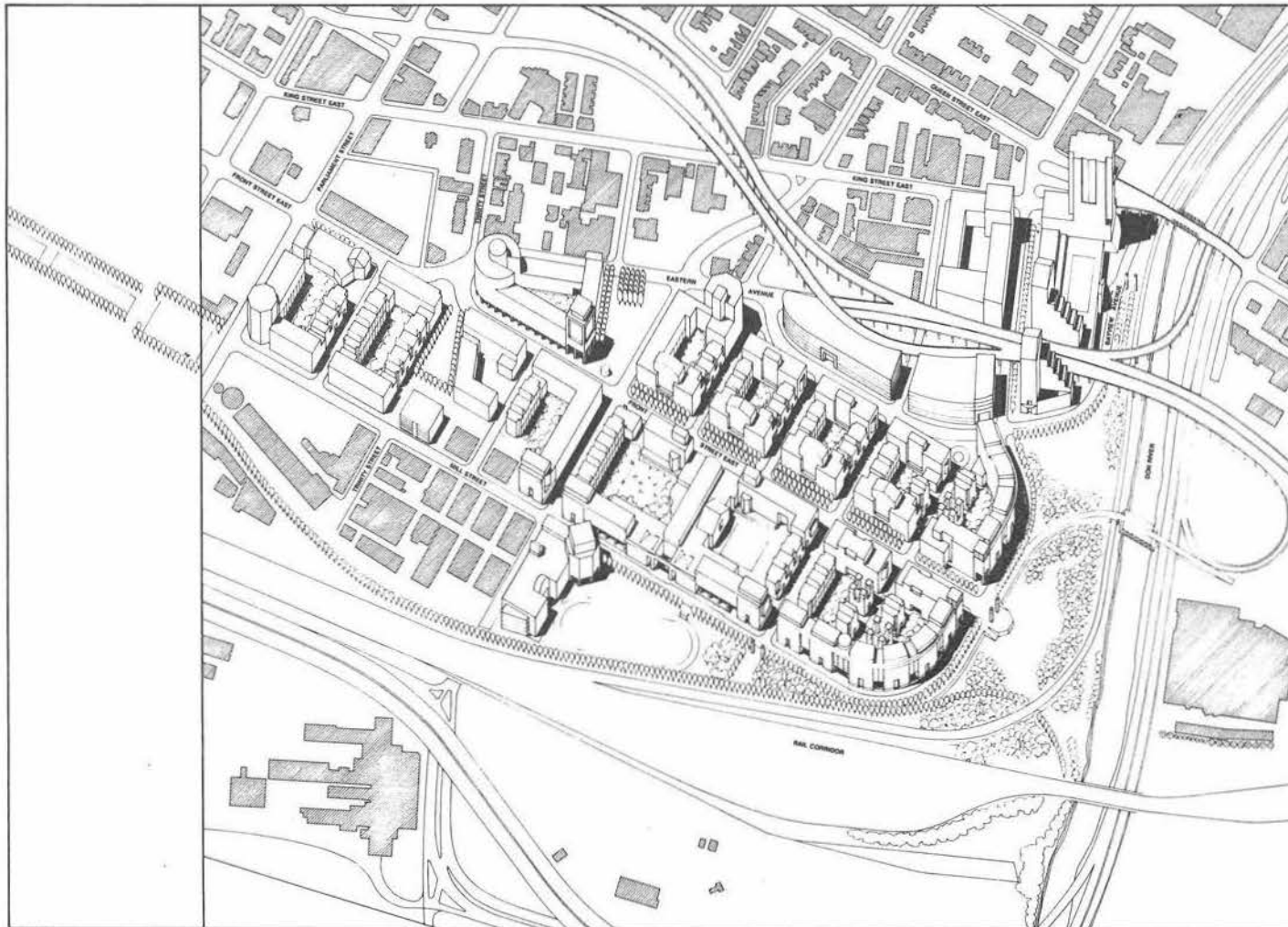
The transportation strategy for Ataratiri encourages alternatives to private automobile use by providing high quality transit, bicycle and pedestrian facilities in the first phase of the project. A new bus service is proposed along Front Street E. and provision has been made for potential future streetcar routes. Bicycle paths will be provided along the south and east parks and on Front Street E. and River/Mill Street.

Land Use

Most of the 18,000 square metres of retail uses are shown located on Front Street E. Community services can also be located on the main street, both in a community centre and storefront locations. Two schools are proposed on Mill Street adjacent to the active recreation park and several day care centres are proposed. Industrial uses are mainly concentrated on the north edge of the site, where they will buffer the housing from road noise and reinforce the transition to the King/Parliament mixed industrial/residential district.

A variety of housing types is proposed, with most buildings similar in scale to the medium rise projects in the adjoining St. Lawrence neighbourhood. Approximately 850 housing units can be accommodated on sites with access to grade on local streets. Approximately 7300 housing units could be provided on the site, depending upon the mix of industrial and residential uses.

ATARATIRI



Source: Kirkland Partnership

Open Space Strategy

Half the Ataratiri site will be devoted to public parks and streets, with over 6 hectares (16 acres) of public parks proposed in four locations:

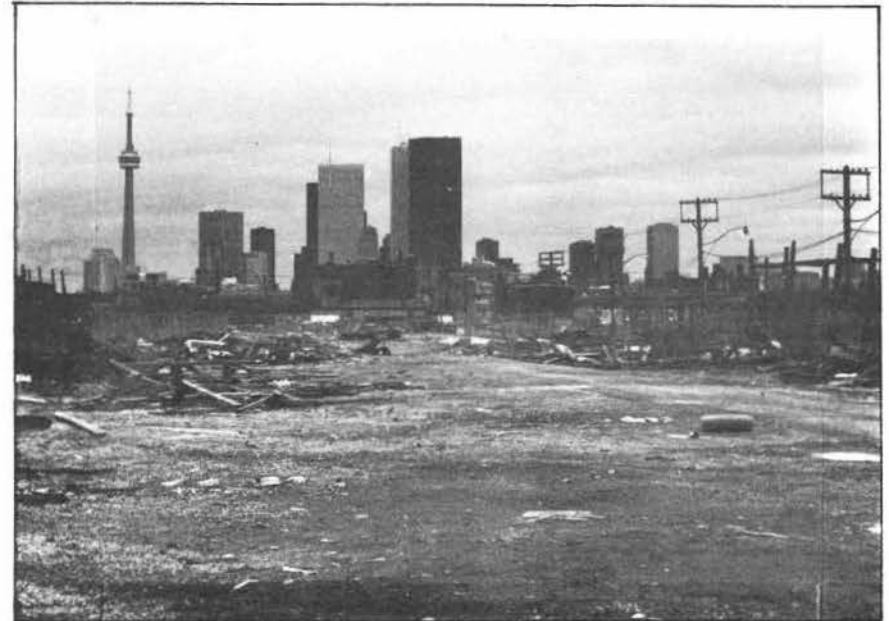
- Don River Park - a naturalistic eastern edge near the river
- Mill Park - an active recreation park near the schools
- Cherry Square - an urban plaza at the centre of Ataratiri
- Trinity Common - connecting Ataratiri and the Gooderham and Worts site.

Other significant open spaces will be provided in a linear park along Front Street E., two multi-purpose school yards and private residential courtyards. Open space links will connect Ataratiri to Crombie Park and the Don River.

Massing, Density and Urban Design Guidelines

Ataratiri will likely be a cluster of neighbourhoods, each focused upon their local open space. Most of the site will take the form of medium rise perimeter block housing, with private internal courtyards. Taller buildings are located on the northwest corner of the site, near the Don River, where they can serve as important gateways on landmarks in a City-wide context. The overall gross density will be approximately 2.4 x coverage and net density will average 4.7 x coverage, exclusive of all parks and streets.

Urban design guidelines are proposed to control built form by site-wide height limits, build-to planes, and street and block section controls. Normal building heights will not exceed the street width in order to provide adequate sky exposure and sunlight, with more generous street sections on major east-west streets. Long range views along Mill Street and Front Street E. will be protected by view corridors, while new vistas will be created by the open spaces.



EXISTING CONDITIONS, 1988

Source: City of Toronto Housing Department

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1. PROGRAMME & SITE CONDITIONS

1.1 Site Planning Programme

Ataratiri will be a mixed-use community located on a 32.5 hectare (81 acre) site on the eastern edge of downtown Toronto. The site is situated between the existing St. Lawrence neighbourhood and the railway tracks adjacent to the Don River (See Figure 1-1). The site is now owned by the City of Toronto, with the City Housing Department acting as developer. Ataratiri should make a significant contribution to the supply of affordable housing in central Toronto.

At present, it is expected that approximately 7300 housing units will be developed on the site, of which no more than 40% will be market housing. It is expected that the assisted housing will be developed by non-profit cooperatives, Cityhome and private social housing groups. The employment target for the community is 1500 industrial and commercial jobs. Ataratiri is also expected to contain:

- one or more community centres containing recreation facilities, social and health services
- 4 or 5 day care centres
- 2 schools
- 10-12 acres of public parks
- local retail uses

1.2 Surrounding Conditions

The St. Lawrence neighbourhood is situated west of Ataratiri. St. Lawrence is a mainly residential mixed income community developed over the past decade by the City of Toronto Housing Department. The spine of the St. Lawrence neighbourhood is a linear park which currently terminates at Parliament and Mill Streets. The southwest boundary of Ataratiri is formed by the Gooderham & Worts distillery site which was established in 1831. It is one of North America's outstanding collections of heritage industrial buildings. Its redevelopment will be the subject of a separate, although related, planning process. The southern edge of the site is formed by the rail corridor, Don sorting yards and the Gardiner Expressway. They are a major barrier connecting Ataratiri to the waterfront.

The eastern edge of the Ataratiri site is formed by Bayview Avenue and the Don rail corridor, which act as a serious access barrier to the Don River.

To the north, Ataratiri abuts the King-Parliament industrial area and the mixed use Corktown neighbourhood. Other residential neighbourhoods lie north of Queen Street East, including Trefann Court, Queen/River and Cabbagetown.

1.3 Site History

The Ataratiri site was one of the earliest settled areas in Toronto. The original townsite of the Town of York was laid out in 1793 on the blocks just east of Ataratiri (see Figure 1-1), with Front Street near the waterfront. Successive land fill operations pushed the shoreline further south.

The Ataratiri site was an established residential neighbourhood a century ago, as shown by the 1890 Goad's Atlas (Figure 1-2). A series of streets and blocks extending to the Don River formed the framework of a community from 1830 to the end of the century, when the expansion of the railway network and industry changed the nature of the area.

1.4 Existing Site Conditions

The expropriated lands are currently occupied by low intensity industrial activities such as railway yards, warehouses and scrap yards. The site is basically flat, although the surrounding railway lines are elevated 1-2 metres above grade, and the Don Valley Parkway access ramps overpass is approximately 10 metres above grade.

Of the few existing structures on the site, only two are likely to be preserved: the recently constructed Toronto Library Board complex at 281 Front Street E. and the former Palace Street School building at 409 Front Street East (at Cherry).

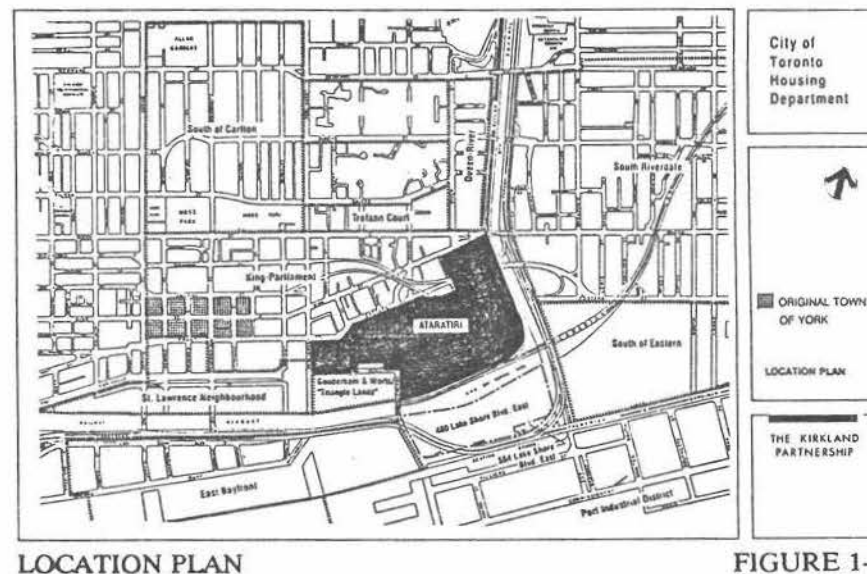


FIGURE 1-1

2. SITE PLANNING PRINCIPLES

2.1 Ataratiri Development and Design Principles

The St. Lawrence Square Preliminary Concept Report, dated July 1988, first provided an overview of the various issues to be addressed with the redevelopment of the area and established a number of general goals and objectives. Although the report contained a preliminary street, block and open space plan, the plan was primarily an analytical tool to ensure that the various elements could be satisfactorily resolved and integrated into an overall site plan.

In November 1988, the City Council created the Neighbourhood Advisory Council (NAC), which consists of 19 citizens from a variety of backgrounds and interest groups, and charged them with the responsibility of acting as a surrogate public throughout the planning of the project. The full Council has been meeting in public regularly since that time. As part of its mandate, NAC developed a set of Goals and Objectives for the development of Ataratiri.

2.1.1 Goals and Objectives for the Development of Ataratiri

The following statements were prepared at the NAC Subcommittee meetings of April 4th and 14th, and represent a consensus of the members in attendance.

Streets and Blocks:

- the development should not be conceived or designed as a "housing project" but rather as an integral and urban part of the City in terms of buildings, streets and open spaces and uses;
- its street pattern should be based on the grid, and it should be influenced by the street grids adjacent to the area. It should bring street views and vistas into the site;
- Bayview Avenue traffic should not be brought through the site, nor should it create a barrier between the community and the neighbourhood to the north;
- Front Street East should be the main street of the neighbourhood;
- the possibility of a pedestrian bridge over the Don River and parkway between Front Street East and Eastern Avenue should be investigated.

Open Space:

- there should be a variety of neighbourhood parks through the site area and not a single large one;

- the parks should be inter-related and have direct connection with each other;
- the parks should meet the recreational needs of all users, including teenaged children;
- the parks and open spaces should contain a variety of natural plantings and include changes to the general grade elevation, including hills;
- a large park should be located adjacent to new schools built in the area;
- bicycle paths should be developed through the site as part of both the street and open space plans, and connections be made to the bicycle path adjacent to the Don River. Ataratiri offers the opportunity to create a model for the creation of safe bike paths that could be copied elsewhere;
- the location of the edge of the flood plain land fill berm should be determined in a way that it works with the open space adjacent to the Don; can help buffer and create the opportunity for bridges over the rail corridor; and does not create the perception of a barrier wall.

Buildings:

- buildings should be designed by a variety of architects, and, within the guidance of good urban design, contain the variety and character that we associate with buildings in the City. Buildings should not have the monolithic character of a housing project;
- as much as possible, individual buildings should contain a variety of uses and users;
- the new buildings constructed along the south side of Front Street and Eastern Avenue should not visually or perceptually create a "wall" between Ataratiri and Corktown to the north;
- within the guidance of good urban design, buildings should be designed with a mix of quality materials;
- buildings should be grade and street-related, with the lower level units of apartment buildings having front door access from grade;
- apartment buildings intended for family use should have communal play rooms or facilities on every floor;
- the dwelling units should be designed to permit and facilitate a flexibility of use by the residents.

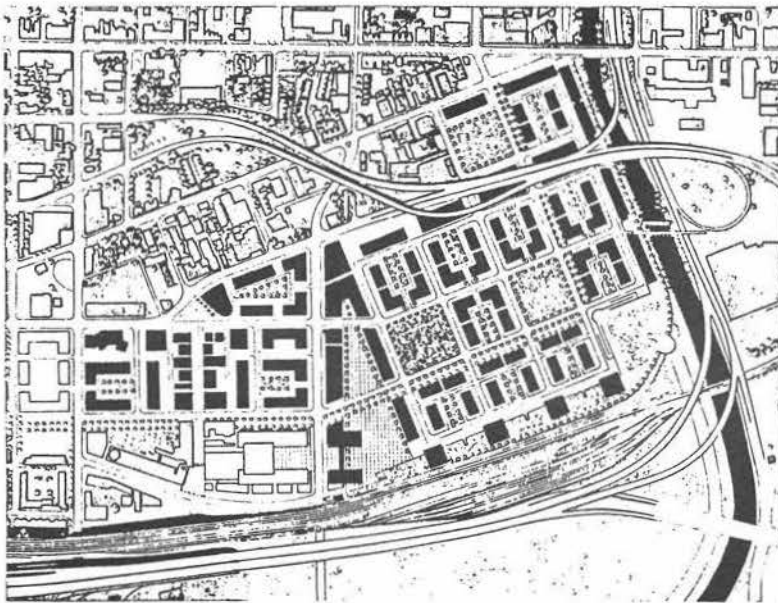
PREVIOUS URBAN DESIGN STUDIES



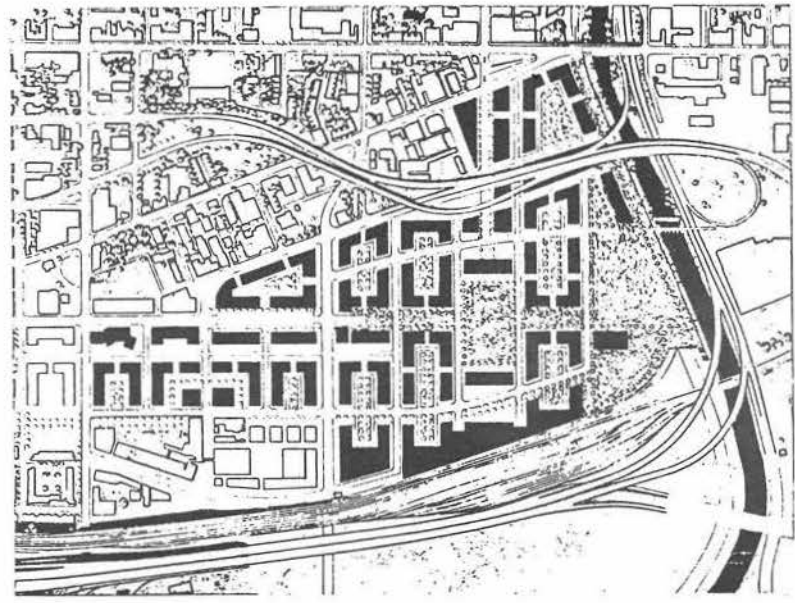
Source: Baird Sampson Urban Design



Source: Baird Sampson Urban Design



Source: Diamond, Schmitt Architects



Source: Diamond, Schmitt Architects

FIGURE 2-1

Land Use and Densities:

- Ataratiri should be designed as a cosmopolitan mixed-use neighbourhood which contains people living, working, learning and engaged in recreational activities;
- the relationship between Ataratiri and Gooderham & Worts is a very important one and the projects should be planned and designed to work well with each other;
- the McCord site, due to its relative isolation from the body of the site and excellent transit, should be investigated to see whether higher densities are possible on site without adverse impact on the surrounding area;
- the Parliament Street frontage should also be investigated to see whether a higher intensity of development is possible without adverse impact on the area;
- the location of taller buildings should make sense in terms of views and vistas and minimize the effect of shadowing on adjacent residential areas.

Phasing:

- phasing should commence from an edge of the existing neighbourhoods and work inwards;
- construction traffic should not go through new neighbourhoods;
- a completed phase should contain the community and commercial amenities required by its residents.

2.2 Urban Design Work Programme

The first step in the work programme was to commission The Existing Building and Structure Survey, the purpose of which was to catalogue and assess the condition of existing buildings and structures on site, and to make recommendations about the possible temporary or permanent re-use potential of the buildings. The study was conducted by the firm of Anrep Associates in association with Lambert Scott Architects and was completed in mid 1989.

The public discussion of what the neighbourhood should be like in the future was initiated in June 1989 with a public forum entitled "Building the Neighbourhood", which was well attended by a broad range of citizens, architects, sociologists, environmentalists, and developers. Following and influenced by discussions at the Forum, four firms of architects

(Baird/Sampson Architects; Ferguson Ferguson Architects; A. J. Diamond, Donald Schmitt and Company; and Jurecka, Lobko, Tregobov Architects) were hired to conduct the General Urban Design Issues Studies. The purpose of these studies was to identify the significant urban design issues, opportunities and constraints facing the Ataratiri site and to propose as wide a range of site planning options as possible for public discussion and comment. These studies were concluded during the summer of 1989 and were part of a public exhibition held at City Hall in September, 1989 and an exhibition and symposium held at the University of Toronto School of Architecture in October and November of 1989.

The four architectural firms participating in the General Urban Design Issues Studies produced two design studies each based upon the early physical planning objectives that had been formulated by staff and the NAC (see Figures 2-1, 2-2).

The schemes share certain characteristics:

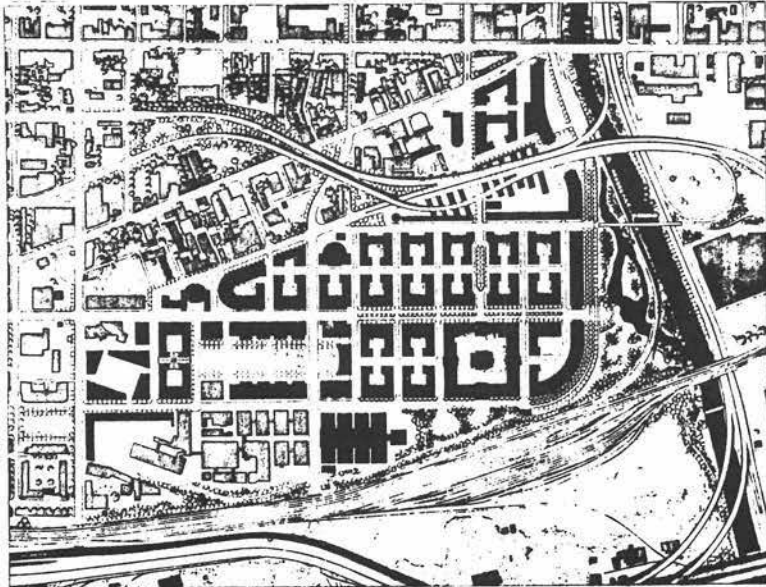
- low overall building height by means of a high land coverage strategy to achieve scale and coherence.
- irregular (usually triangular) spaces at the edge of the site as plazas or parks.
- and most schemes propose a large open space adjacent to the Don River

2.3 Urban Design Strategy

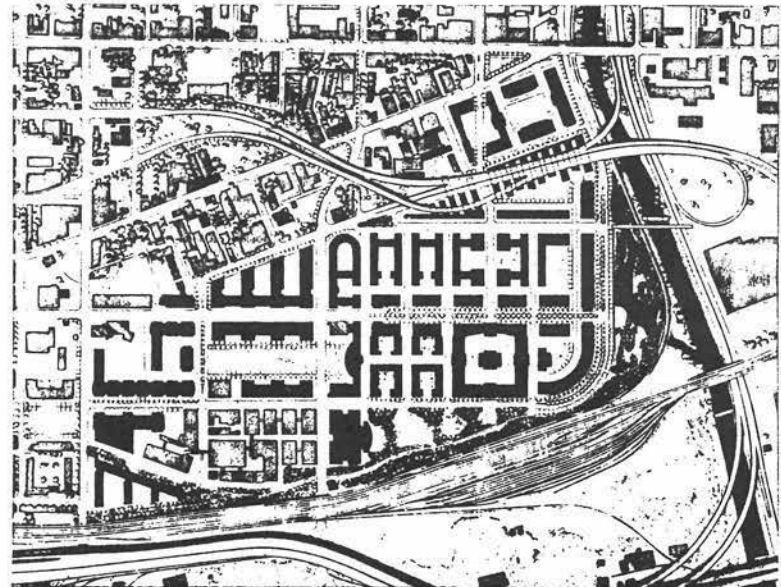
The Urban Design Issues studies and the Building and Block Study resulted in some general conclusions which were summarized by City staff in the Urban Design Strategy drawing (Figure 2-4). The key components of the strategy include:

- (a) Major open spaces should be consolidated on the south and east perimeter of the site, rather than in a central park.
- (b) Front Street East should be the "Main Street" of Ataratiri; with the major node of retail and community services at Cherry Street.
- (c) The existing city grid should be extended into Ataratiri as much as possible.
- (d) Views along Front and Mill Streets should be preserved.
- (e) The Palace Street School and the Library Board complex should be preserved. Buildings adjacent to the Gooderham & Worts complex should respect its scale.

PREVIOUS URBAN DESIGN STUDIES



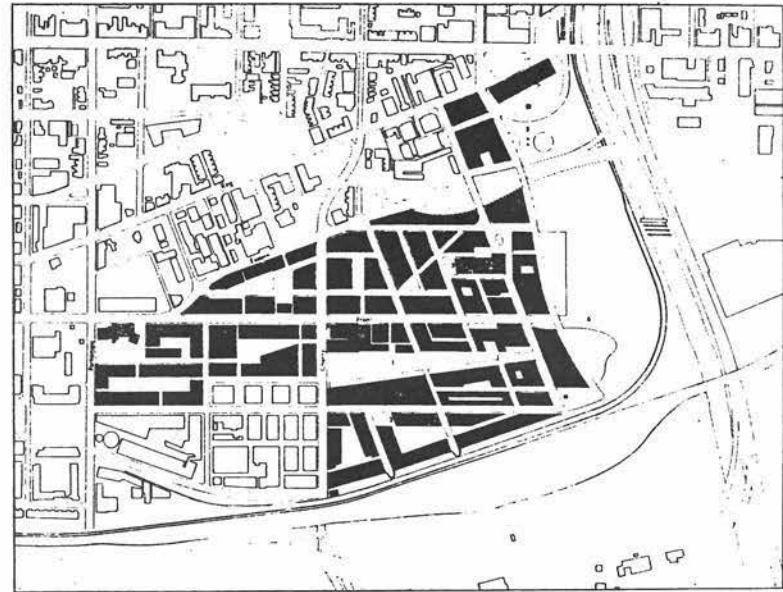
Source: Jurecka Lobko Tregobov Architects



Source: Jurecka Lobko Tregobov Architects



Source: Ferguson & Ferguson Architects



Source: Ferguson & Ferguson Architects

FIGURE 2-2

2.4

Planning Principles

The Ataratiri: Principles, Directions and Strategies Report, adopted by City Council at its meeting of May 8, 1990, outlined the work that had been completed up to that time by the Project Team and the direction that future work was expected to take for the completion of a Master Plan. Four fundamental planning principles for the planning and development of Ataratiri were identified:

Ataratiri should be a safe and healthy community. It should be protected from flooding; cleaned-up in an appropriate manner; and designed to promote safety and discourage public violence.

Ataratiri should be an integrated community. It should be woven into the fabric of the larger city and not be perceived as an isolated development. Internally, it should be a community that is inclusive in physical, social and economic terms.

Ataratiri should be a diverse community. It should include a variety of building forms and accommodate a range of household types. There should be a selection of different employment opportunities.

Ataratiri should be an accessible community. It should be well connected to the rest of the City and its buildings and open spaces should be designed to be physically accessible to people with varying levels of mobility. In terms of social accessibility, all residents of Ataratiri should be able to participate fully and equally in community life.

2.5

Urban Design Principles

We have identified a list of detailed urban design principles which fit the four planning principles and the urban design strategy to guide development of the site plan.

Safe and Healthy Community:

- clear definition of public and private space;
- public parks monitored by adjacent residential and community uses;
- every block to have an internal play space suitable for small children;
- local streets designed for safe pedestrian traffic;
- main streets to have uses which encourage pedestrian traffic through the day;
- through commuter traffic should be deflected north of the main portion of Ataratiri;
- open space system to help mitigate risks from floods, noise and rail traffic;
- automobile use should be discouraged by providing high quality transit, bicycle and pedestrian facilities.

Integrated Community:

- street, pedestrian, bicycle and transit links are to be developed to integrate Ataratiri into the surrounding areas;
- open spaces should be linked together and to the adjacent areas;
- public spaces such as streets, squares and parks should integrate the various buildings. They should be designed and built by the City to a consistent standard of excellence.

Diverse Community:

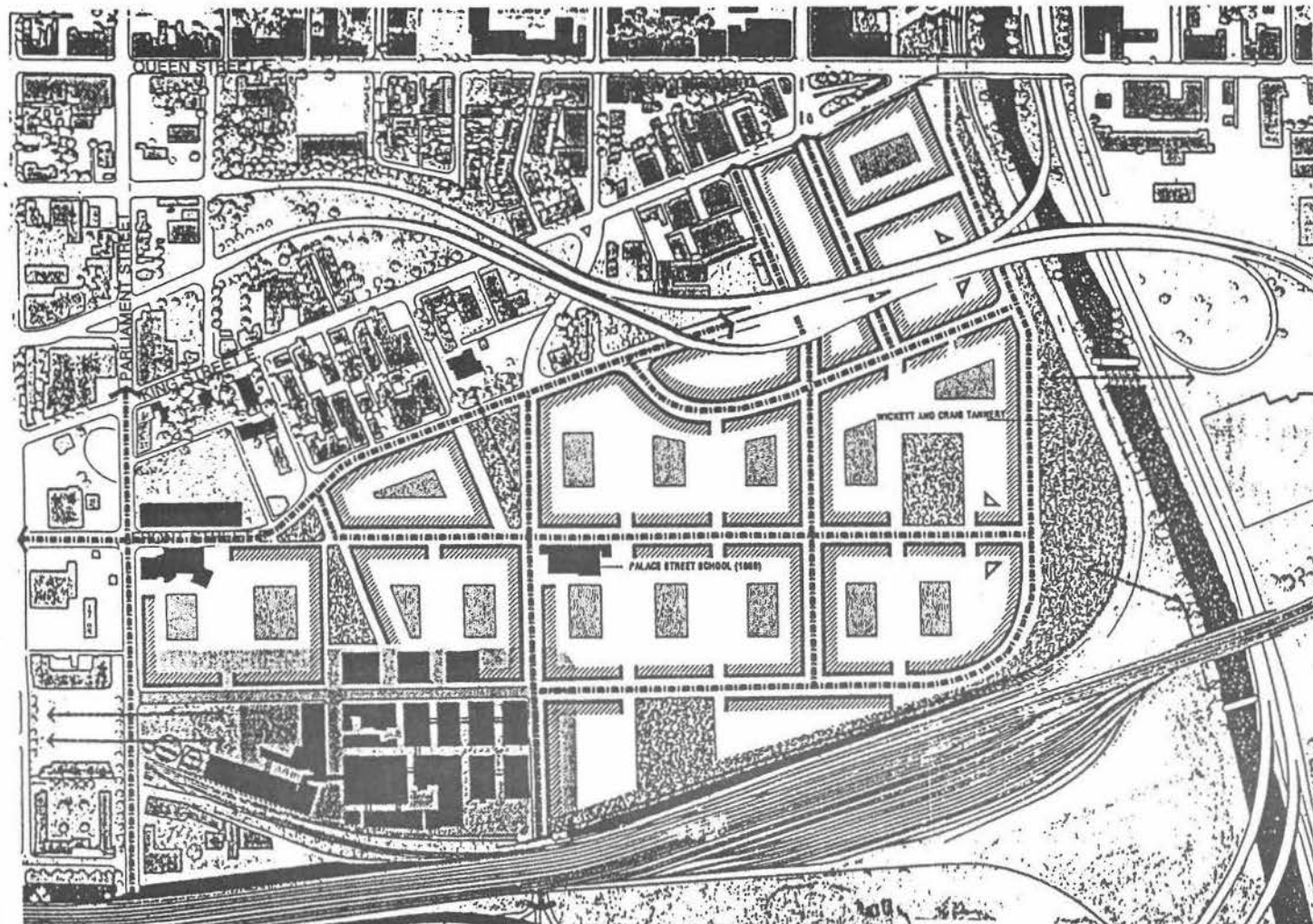
- there should be a finely textured grain of streets and blocks;
- building heights and facades should relate to a human scale;
- blocks should be clearly comprised of several components;
- a number of different architects and developers should build each block under the guidance of sound urban design principles;
- there should be a mixture of different land uses and activities across the site. Even within individual buildings, a variety of compatible uses and users should be encouraged to co-exist;
- breaks in the regular pattern should produce some surprise visual events as one moves through Ataratiri;
- Architectural detail should convey a pattern of diversity and character.

An Accessible Community:

- young children, the elderly and people with physical disabilities should be accommodated by the design of streets, open spaces, buildings, and the site plan;
- access to the site by automobile, transit, bicycle and foot should be improved.

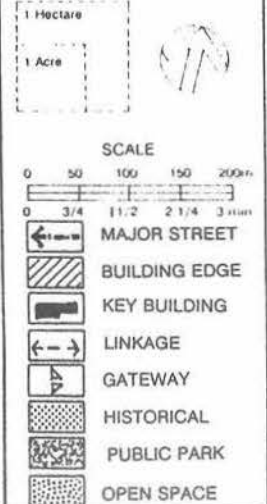
These detailed urban design principles guided the preparation of the site plan.

ATARATIRI



Source: Drawing produced by City of Toronto Housing Department for Principles, Directions and Strategies Report, 1990

City of
Toronto
Housing
Department



THE KIRKLAND
PARTNERSHIP
URBAN DESIGN
STRATEGY

Figure 2.3

AUGUST 1990

3. ENVIRONMENTAL CONSTRAINTS

3.1 Environmental Planning Process Overview

An environmental planning process for Ataratiri was approved by the Ontario Minister of the Environment as part of an order to exempt the project from the Environmental Assessment Act. An environmental evaluation study (EES) is being undertaken by the City and will be submitted to the Minister of the Environment for approval, following an opportunity for public notice, review and comment, and before the Official Plan and Zoning By-law Amendments for Ataratiri are submitted to the Minister of Municipal Affairs.

The EES study will identify key environmental concerns on and off the site including any effects on health, soil quality, water quality, including ground and storm water, and the presence or absence of waste associated with a former coal gasification plant that once was situated on part of the site.

The study will contain an overview of existing soil and ground water quality conditions and proposed soil and ground water management for the entire site. Also required is a description of any detailed environmental studies on impacts and mitigation measures and strategies that will be carried out for each part of the site.

Several of the environmental consultants that have been hired to characterize existing conditions at the site have reviewed the proposed site plan and provided comments on the advantages and disadvantages of options being considered to City staff. These comments will assist in further refining the proposed site plan.

3.2 Impact of Noise and Vibration

The major noise sources in the Ataratiri area are the road and rail corridors on the south and east boundary of the site, the Don sorting yards, the Eastern Avenue diversion and industry on the east side of the Don River (See Figure 3-1). The noise monitoring programme results indicate that sound levels on the perimeter of the site are 10-20 decibels (dBA) above the Ministry of the Environment's criteria for outdoor living areas and also above the criteria for habitable rooms.

The Noise and Vibration report prepared by Vibron Limited concluded that the existing and projected noise levels are high enough to be of concern, but are not unacceptable if appropriate mitigation measures are undertaken. It discusses a variety of mitigation measures, including distance setbacks, the use of barrier buildings, architectural design and the placement of land uses which are not noise sensitive adjacent to major sources.

Vibration sources in the Ataratiri area include truck traffic on Bayview Avenue and train traffic on the east and south boundaries of the site. Most of the truck traffic is associated with the

McCord cement plant, which will be relocated. Setbacks of 17-30 metres from the rail tracks are recommended for residential buildings, unless vibration mitigation is included in the building design.

The implications for site planning suggest either barrier buildings along the south and east edge of the site, or significant open space setbacks. The barrier buildings in the adjacent St. Lawrence neighbourhood have proven to be an effective noise mitigation measure, but they must orient their most habitable rooms away from the best views and the sunlight to the south. Their largely blank southern walls present an unappealing civic image in a very visible location. We recommend that setbacks, rather than barrier buildings be used on the southern and eastern perimeters. This recommendation is reinforced by the sunlight, flood control, risk analysis, air quality and open space considerations discussed below.

The Eastern Avenue flyover is a different situation, because it is located north of most of the site. Non-residential uses are recommended as barrier buildings adjacent to this expressway ramp, where they can use the vacant land under the ramp for parking and access. However, the buildings themselves should be designed to present an attractive facade to the overpass.

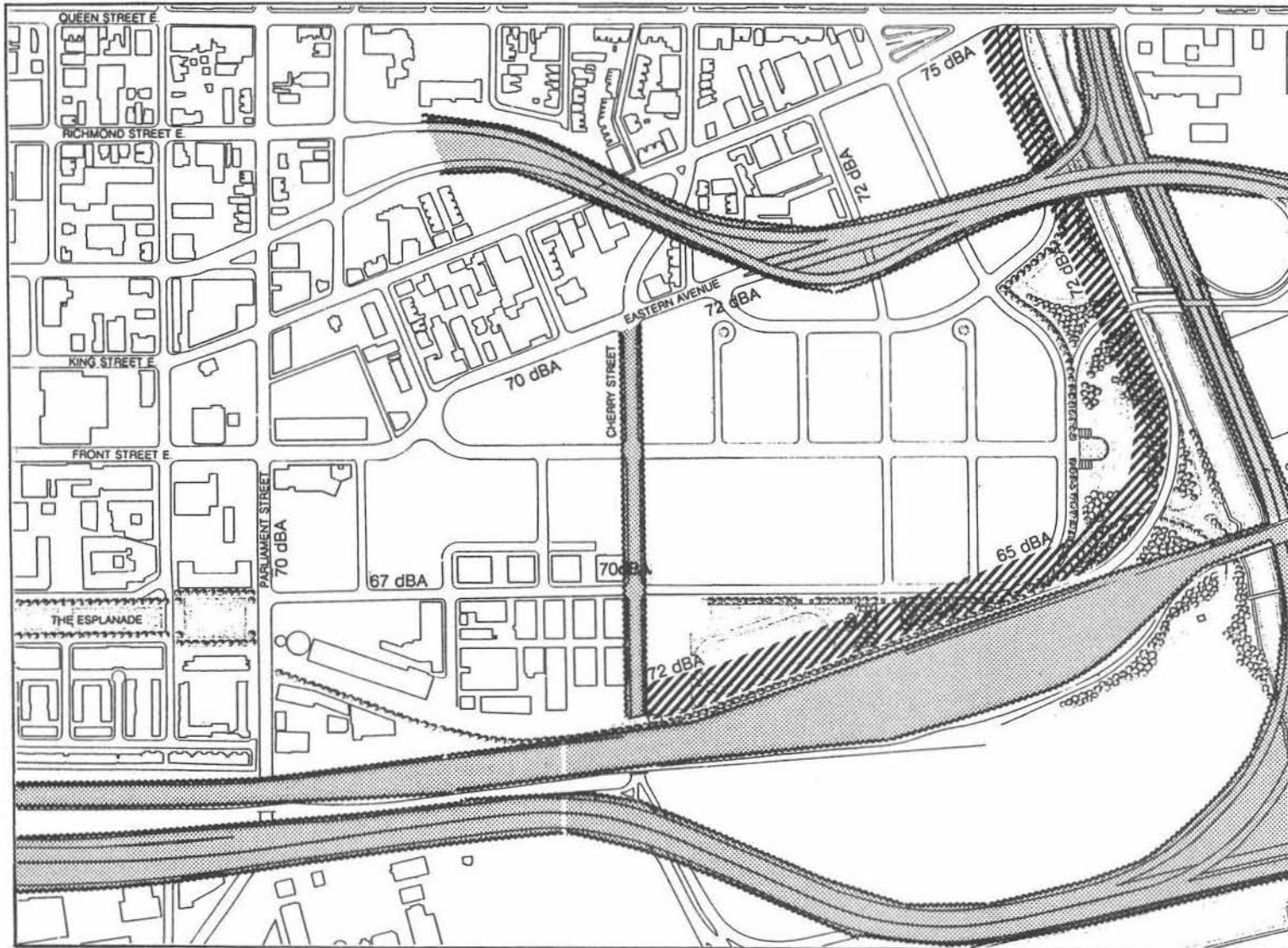
Buildings along the south and east perimeter should be masonry construction. Consideration should be given to size of windows and glazing in the noise impact statements that will be prepared for each building.

3.3 Air Quality and Wind

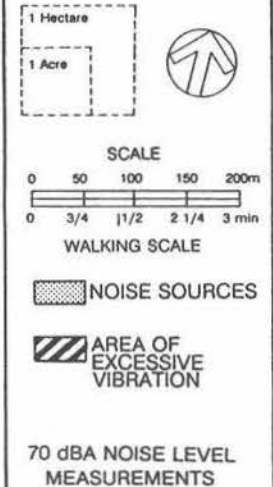
The air quality modelling indicates that ozone, total suspended particulates (TSP or "dust") are currently exceeding air quality criteria in the vicinity of the Ataratiri site. High ozone levels are a regional problem throughout southern Ontario. TSP has both on-site and off-site sources. The removal of local sources of TSP on-site sources, such as McCord Cement and scrapyards, will reduce, but contributions from nearby industry and transportation sources as well as general urban activity may continue to result in exceedences of TSP at Ataratiri as occurs in other areas of Metro. In addition, at Ataratiri, and throughout Metropolitan Toronto, there is the potential for concentrations of nitrogen dioxide to approach or exceed air quality criteria.

Odour from nearby industries is a problem. However, the relocation of the Canada Packers plant and the closure of the Gordon Young rendering plant on Lakeshore Boulevard should reduce the problem. In addition, the Toronto Harbour Commission has recently announced that they will not renew the lease of the rendering plant on Commissioners Street, which is one of the largest source of odours in the area.

ATARATIRI



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NOISE SOURCES

Figure 3.1

December 1990

In general, the sites most affected by air pollution are around the perimeter of Ataratiri. Open space and trees can play a crucial role in enhancing air quality, by removing particulates and other pollutants from the air. The open space in the site should incorporate as many trees as possible, particularly along the edges of the site. This may be achieved by creating a naturalized buffer and incorporating canopy vegetation into rooftop planting.

The concentration of air pollution along the road and rail corridor suggests that sensitive uses such as school yards, children's playgrounds, day care centres and seniors' facilities should not be located next to these areas. Naturalized buffer areas and active recreation facilities may be more appropriate.

Small portals into interior courtyards are recommended over portals that are open to the sky. If portals are open to the sky, they should be off-set (i.e. diagonally positioned on the block). Portals on buildings located on the south perimeter of the site may create strong pedestrian level wind conditions. A pedestrian level wind study should be carried out at the time of building design, to ensure the portals are designed to minimize wind effects.

Outdoor living areas should not be located along Bayview Avenue due to noise and air quality concerns. Buildings should be designed with elevated fresh air intakes to prevent automobile related emissions from being drawn into the building's air supply. Air intakes for buildings to be located on the south and east perimeters should be located on top of buildings to reduce the likelihood of vapours being drawn into building air intakes in the event of an accident on the rail corridor. Incremental heating/cooling units should not be considered for buildings facing south and east along the perimeter of the site.

3.4 Transportation Risk Analysis

The transportation risk and fixed facility analysis by Concord Scientific indicates that the area is not subject to significant risk due to the port facilities south of the site. Rail transportation of hazardous materials around the site produces comparable risks to those found for other rail segments in the Greater Toronto area, including the adjacent St. Lawrence neighbourhood. Risks due to the transportation of dangerous goods on Cherry Street and Front Street East are a potential concern but can be mitigated by restricting truck traffic on these routes.

The rail corridor will remain, but risks can be reduced by adopting setbacks along the southern and eastern edges of the site, the selection of suitable land uses and through appropriate grading of the parks. All buildings in Ataratiri will be set back at least 30m from the edge of the CN right-of-way. The non-residential building proposed for the southeast corner of Cherry and Mill Streets should be designed so that those parts of the building that are closest to the rail line be occupied least frequently and by the fewest numbers of people.

The swale that has been proposed by Marshall Macklin Monaghan for the purpose of carrying excess floodwater should be designed to minimize the escape of a spill in the event of an accident on the rail corridor.

Finally emergency access to the railway tracks and the provision of adequate water should be taken into consideration in the design of park space along the perimeter of the site.

3.5 Soil Conditions

In general, the soil conditions do not present major site planning constraints, provided contaminated soil found at the site is remediated. In addition, soil and ground water remediation requirements will need to be taken into consideration in the phasing and development parcels.

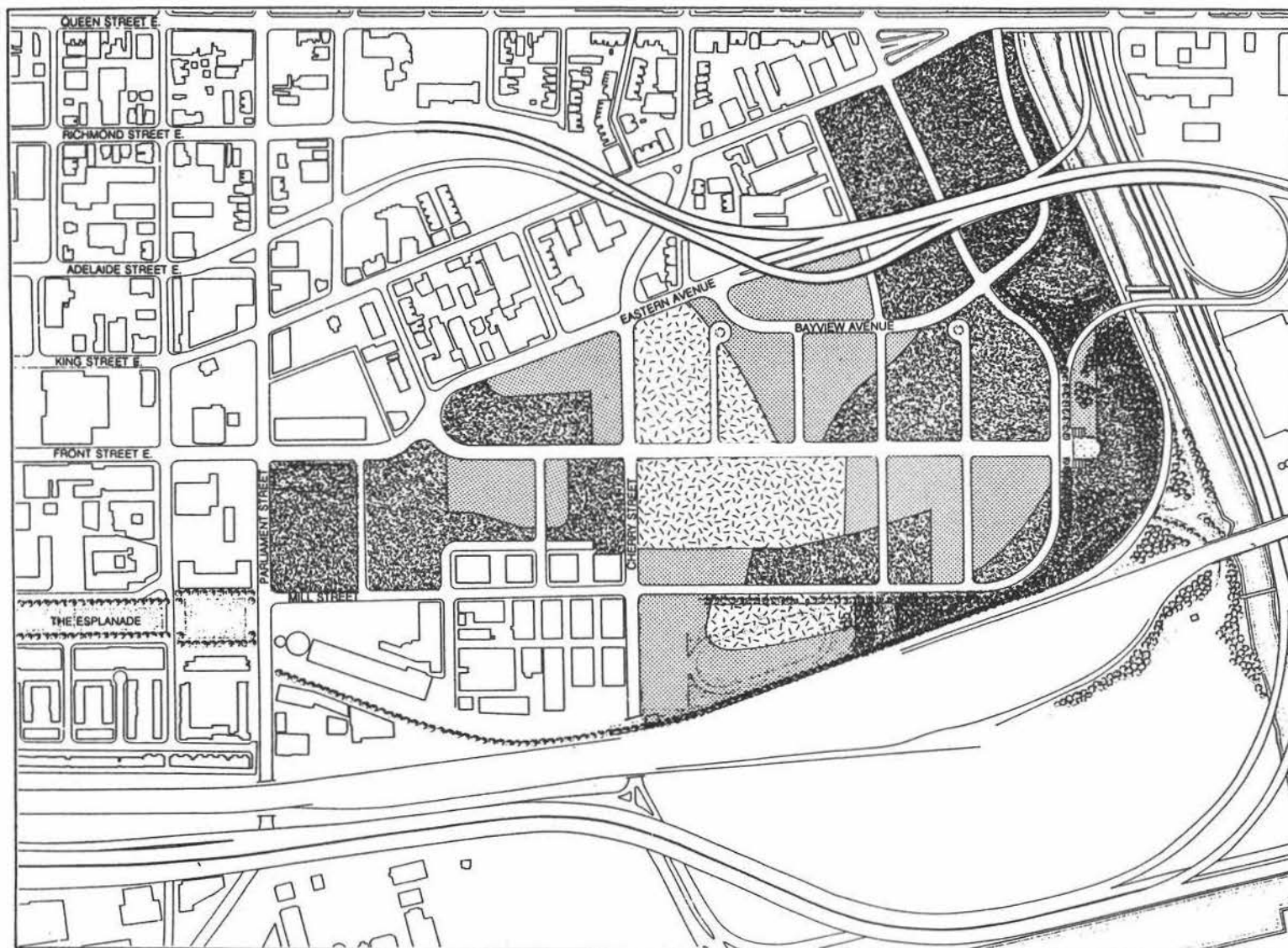
Large areas of the site contain soils that do not meet existing guidelines for residential land use (See Figure 3-2). However, contamination is generally confined to the surficial fill layer which is approximately 1-3 metres thick across most of the site. Native soil beneath the fill generally meets residential guidelines, except at the former Consumer Gas site in the Parliament/Front/Trinity/Mill block and in several isolated pockets. The main contaminants of concern in the fill are metals, polycyclic aromatic hydrocarbons (PAHs). Polychlorinated biphenyls (PCBs) are also found in isolated pockets.

Alternative options to remedy the contaminated areas are being assessed, including excavation and off-site disposal, on-site treatment and on-site reuse/isolation.

Since fill across the site is generally contaminated to a depth of 1-3 metres, many areas will require some remedial treatment. Most building sites will be excavated for at least one underground garage level for the entire block, and these activities will need to be coordinated with remediation activities. Most of the remaining land on the site will be new street allowances, which will also require placing new material to raise the elevation of the road beds to the new grades. On-site soil management opportunities may be created by raising the grade of the eastern part of the sites for flood proofing. Thorough remediation will be particularly critical where direct contact with soils is most likely (i.e. children's playgrounds, community gardens, sports fields, etc.)

The contamination in the Parliament/Front/Trinity/Mill block will probably require soil removal to a substantial depth which suggests that it will be more appropriate to build on this site in its entirety, perhaps with a commercial use which requires a large underground garage.

ATARATIRI



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1 Hectare
1 Acre



SCALE

0 50 100 150 200m
0 3/4 1 1/2 2 1/4 3 min

WALKING SCALE

- HIGH CONSTRAINT
- MEDIUM CONSTRAINT
- LOW CONSTRAINT

AREAS OF RELATIVE
ENVIRONMENTAL
CONSTRAINT

THE KIRKLAND
PARTNERSHIP

SOIL QUALITY

December 1990

Source: Information adapted from Trow, Dames & Moore,
Soil Assessment and Proposed Management Plan, 1990

FIGURE 3-2

3.6

Flood Control Planning

The proposed grading plan for Ataratiri is largely based upon flood control planning considerations. The entire Ataratiri site was in the flood plain of the regulatory flood, as was the Corktown area to the north and the St. Lawrence Neighbourhood to the east. The regulatory flood for the area is based upon the flows which would result if a storm as intense as Hurricane Hazel was centred over the Don watershed (rather than Humber watershed where it occurred in 1954).

Marshall Macklin Monaghan concluded in its study that it would not be technically feasible to protect the Ataratiri site to the regulatory flood level. The City of Toronto is pursuing a Special Policy Area (SPA) designation to permit floodproofing in Ataratiri (and the existing surrounding neighbourhoods) to less than the regulatory level. The minimum permitted level of flood protection in an SPA, under the current MTRCA Policy is the 350 year flood, as shown in Figure 3-3. This level of flooding has a hypothetical return period of 350 years, and would flood portions of Ataratiri as well as adjacent areas.

3.7

Flood Control Options

Marshall Macklin Monaghan determined in its study that it is possible to dry-proof the site (and much of the adjacent areas) from the 350 year flood by building an embankment of a maximum height of approximately 1.8m, running parallel to Bayview Avenue between Mill and Queen Streets. The site would grade back gradually to the west, filling over a wide area (see Figure 4-2). An alternative flood control strategy could be to build a dyke of the same height.

The study team also explored options which improved the level of protection beyond the minimum 350 year storm condition. It was determined that the tallest embankment which can be built along the Don River is 2.5m. The height is effectively limited by the elevation of Queen Street East to the north and the railway embankment to the south. Flood water would simply pour around the north end of a higher embankment into the existing neighbourhood or overtop the railway embankment to the south. This depth of fill will provide protection to the level of approximately 1:500 year storm.

The fill or embankment option has been selected by the City over the dyke option as a primary means of flood protection for the site for both flood control and site planning considerations:

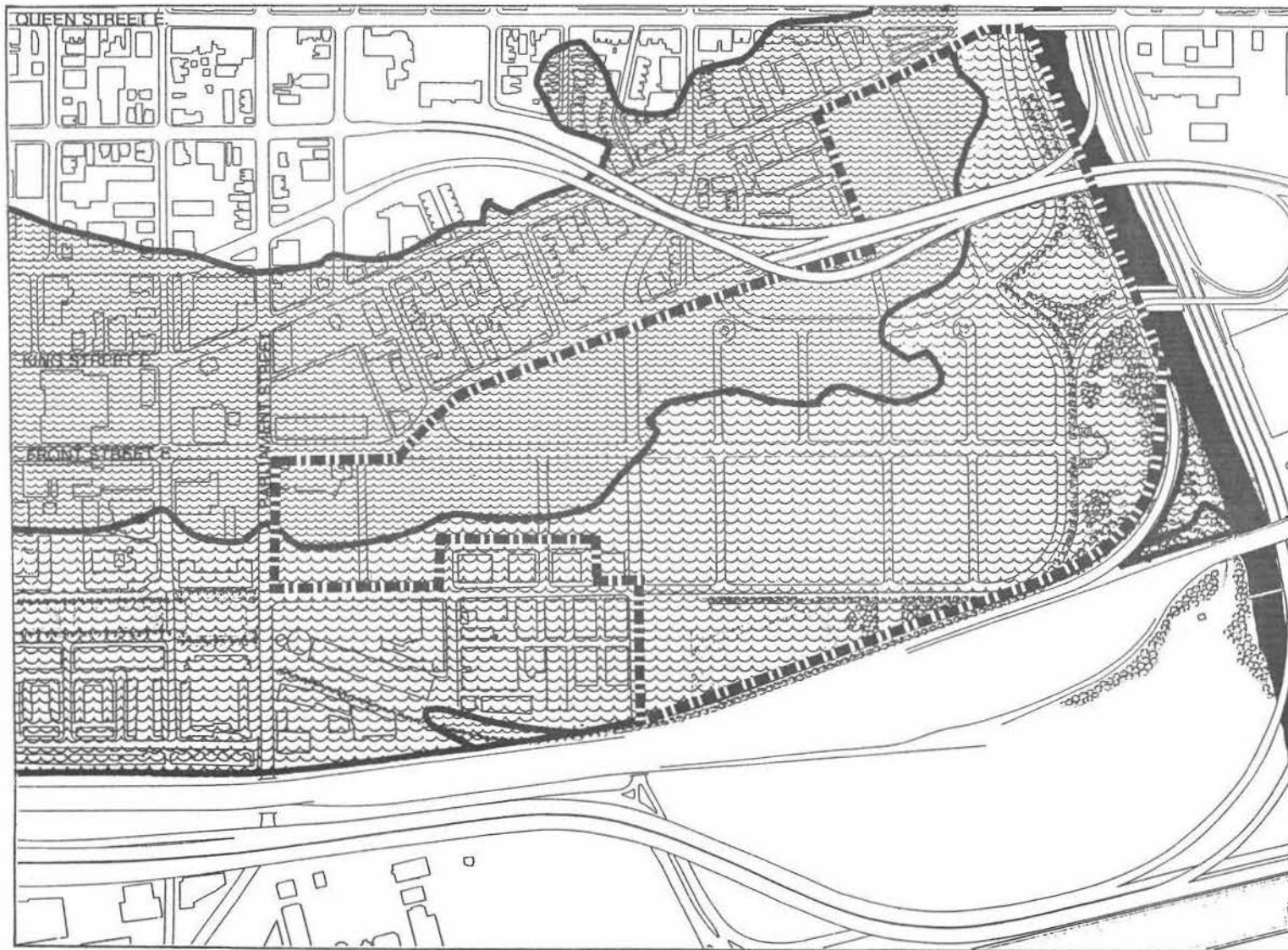
- a fill embankment is less susceptible to technical failure than a dyke
- a dyke would leave a 2.5m (8 ft.) wall as a barrier between the site and the Don River
- the embankment allows surface drainage to be directed away from the Don River under normal conditions
- a dyke would be difficult to incorporate in a Don River Park
- views of downtown along the major east-west streets are enhanced by slightly raising the entire east end of the site
- the new fill would be cleaner than the soil left on the site below (which would also meet all criteria for retention)
- the new grade is raised above the water table, making underground parking more economical
- the new grade level facilitates rapid overland drainage of any water which overtops the berm in a severe flood



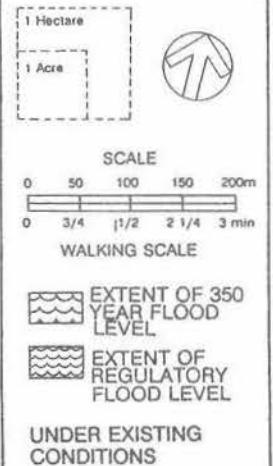
DON RIVER AT EASTERN AVENUE, 1917
Source: Toronto Harbour Commissioners Archives

FIGURE 3-4

ATARATIRI



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PARTNERSHIP
FLOOD PLAIN AREAS

December 1990

Source: Information adapted from Marshall Macklin Monaghan Ltd. for flood protection alternatives for the St. Lawrence Square Development 1988

FIGURE 3-3

4. GRADING PLAN

4.1 Integration of Flood Control Measures within the Site Plan

The flood control berm will run between Queen Street East and the railway tracks to the south. The high part of the berm will be located along the eastern edge of the site, as shown in Figure 4-2. The advantages of this location include:

- it enhances public surveillance of the park from the River Street extension;
- it permits a short underpass at the railway tracks to provide future access to the south;
- it provides a larger floodwater ponding area, reducing impact on surrounding areas.

We recommend that the fill taper back gently toward the west, meeting the existing grade level before Cherry Street. In general, streets in Ataratiri will drain to the south and west (see Figure 4-1). Overland flow and the new storm sewer system will largely be directed toward Cherry Street, permitting removal of the existing storm sewerage draining into the Don River which currently surcharges and backflows during minor storm conditions.

Under severe flood conditions, the backup of overland flow at the Cherry Street railway overpass could cause some local ponding. Therefore, housing and elementary schools should not be located near the Cherry/railway intersection. Widening the Cherry Street overpass should be considered as part of the overall programme to improve north/south connections across the Gardiner/Lakeshore/Railway Corridor. Widening the underpass would not only decrease local flooding, it would also improve pedestrian and cycling conditions, which are currently poor.

4.2 Block Grading

Most residential and commercial blocks in Ataratiri will be fully occupied by buildings which extend to the property line. It is expected that most residential and commercial parking will be in underground garages. In the event of a severe flood overtopping the berm, the proposed grading plan directs surface drainage away from buildings and into the street right of way to minimize property damage. Surface runoff may enter underground garages in a few locations under severe storm conditions, should overland flow rise above the maximum containment of the street grading.

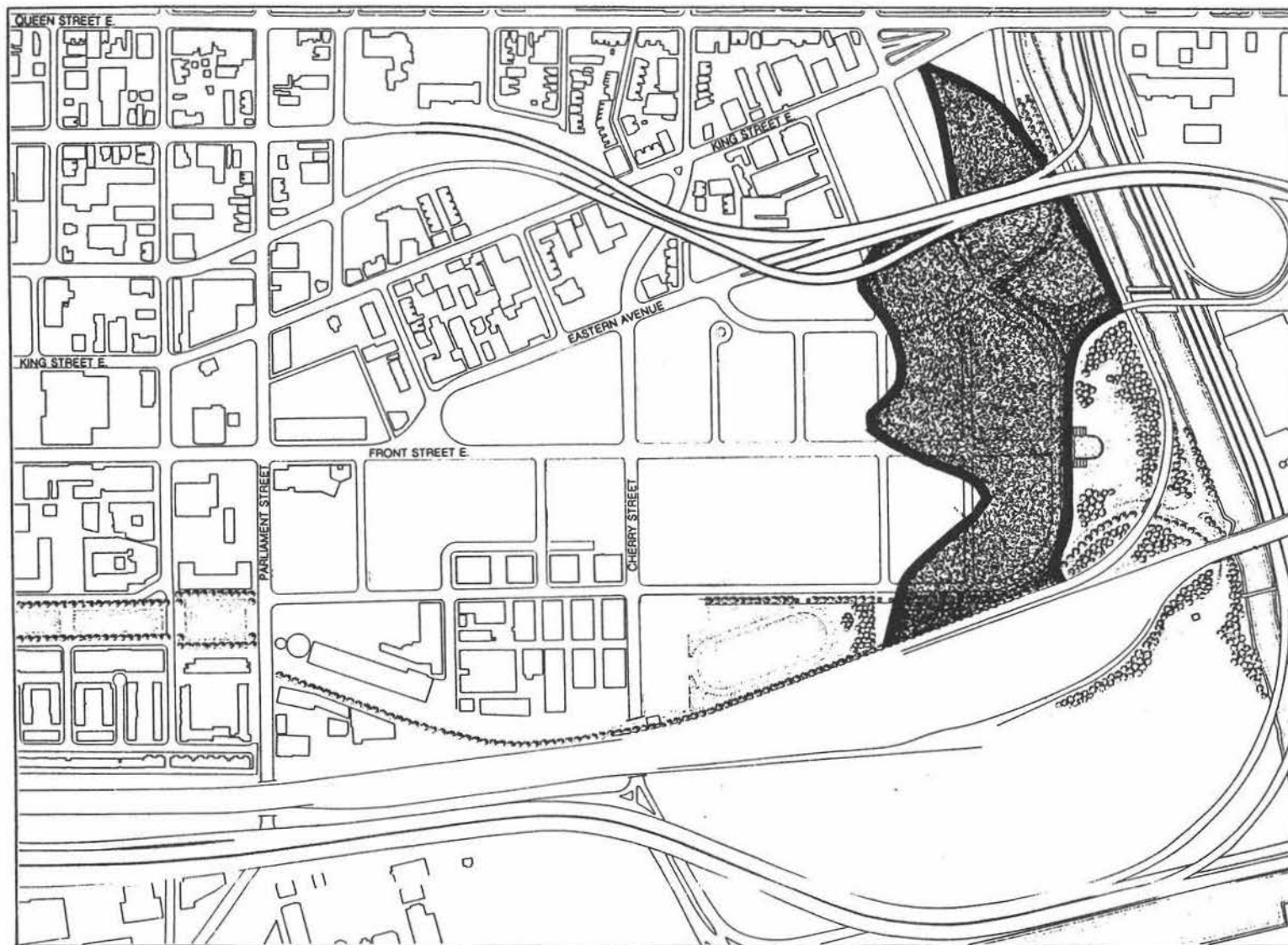
We recommend that this problem be addressed by building a slight lip on the garage entrance, keeping most overland flows on the street. Flood alarms and public education

should be used to discourage people from entering an underground garage to "rescue" their car during a major flood; most vehicles can not be driven in more than 0.3m of water on the streets, in any event. Above grade parking garages are not an adequate alternative because they would remove the opportunity for family housing units at grade and create an undesirable streetscape.

Ground floor units can be protected by raising the first floor elevation 0.7 - 1.2m above the street curb line. This strategy will also provide additional privacy from the street and more economical underground parking garage construction.



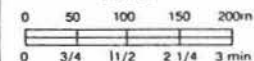
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SCALE



WALKING SCALE

THE KIRKLAND
PARTNERSHIP
FLOOD PROTECTION
EMBANKMENT

December 1990

Source: Information adapted from Marshall Macklin Monaghan Ltd. for flood protection alternatives for the St. Lawrence Square Development 1988

FIGURE 4-2

5. STREET AND BLOCK PLAN

5.1 Extending the Street Grid

One of the most important principles underlying the design of the street and block plan in Ataratiri was to extend the existing grid of city streets into the site. The grid creates a framework for development which is typical of Toronto neighbourhoods. Two alternative grid geometries were considered - the standard north/south grid generated by Front, Parliament and Mill streets and the locally skewed grid generated by the diversion of Eastern Avenue and King Street East.

We recommend the standard north/south grid for several reasons:

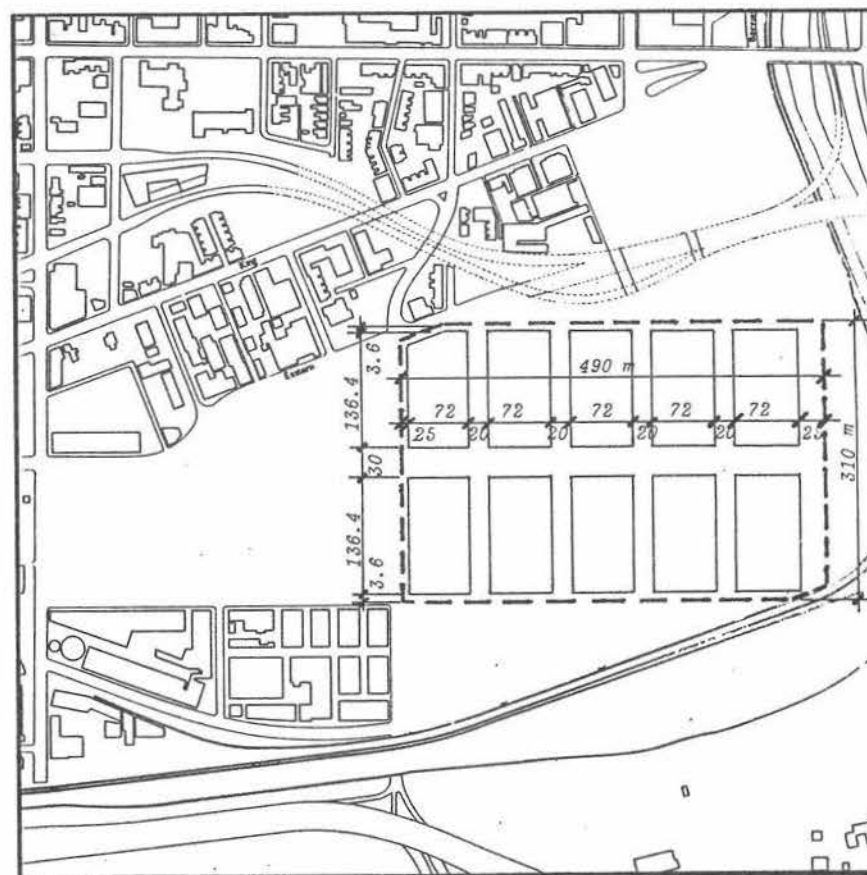
- it protects some dramatic views westward along Front and Mill Streets towards the downtown skyline;
- it more closely reflects the original 19th Century layout of streets;
- more services can be re-used in their existing right of way;
- it results in more development parcels with regular geometry.

5.2 Building and Block Study

The firm of Michael Spaziani Architect and Steven Fong was retained for the Building and Block Study. Drawing upon the principles derived largely from the earlier studies, they undertook a detailed exploration of alternative block dimensions and layout; service access and parking configurations; ability to accommodate various residential and non-residential building types over a range of densities; arrangement of private and public spaces within a block; and the relationship of buildings to the street hierarchy.

The Building and Block Study recommends standard block widths of 72 metres which seem to allow for a variety of building types and the greatest flexibility for parcelization, grade-related access, circulation, and parking options (See Figure 5-2). The block dimensions shown schematically in Figure 5-1 approximate this size. Smaller blocks are also possible, but begin to give way to servicing inefficiencies and limitations to building height, if access to air and light is to be preserved. Larger blocks depart from the perceived scale of the traditional Toronto neighbourhood.

The Building and Block Consultants warn of the danger of "over-building" with inappropriate building types to an undesirable density. They conclude that the size of individual building parcels is as important as the size of the blocks that will contain them. The ability to accept a range of building sizes, from small to large, should allow for more variety in architectural expression, as well as accommodating social groupings of a more comfortable size.



BLOCK PLAN
Source: Spaziani & Fong

FIGURE 5-1

Because of this, Spaziani & Fong suggest that the block and parcelization plans permit residential structures in the order of 50 to 120 units. For the purposes of community-building and supportive management, the consultants for the Social Structure Analysis study concur with this scale. To be space efficient, however, the creation of a number of smaller building lots will require coordination and cooperation in the design and use of shared access points, parking facilities and other common services and amenities.

5.3 Block Size and Spacing

The north/south length of blocks within the Ataratiri grid was largely predetermined by the existing alignment of Eastern Avenue, Front and Mill Streets. The east/west width of a block is typically proposed to be 72m, although this does vary in some circumstances to suit existing or special alignments of streets. The Building and Block Study by Spaziani and Fong determined that a 72m block width gave the most flexibility in housing layouts. It permits perimeter blocks with double-loaded corridor residential buildings, which are a very efficient form of high density/low rise urban design (see Figure 5-2).

5.4 Sun/Shadow Analysis

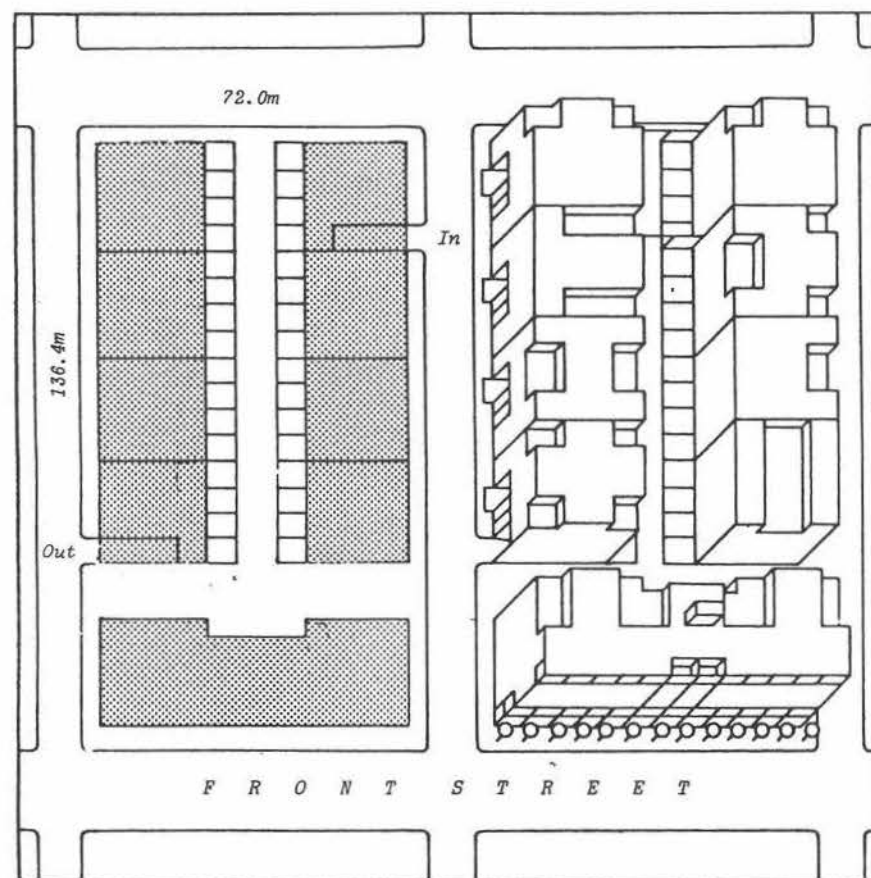
The Toronto street grid is oriented approximately 17 degrees west of true North. The typical blocks proposed for Ataratiri have a predominant north-south axis in order to maximize the number of units with east and west direct sunlight exposure. (See Figure 5-3) This orientation also minimizes the number of units with only north facing windows, although these units may receive evening sunshine, as a result of the 17 degree shift in the grid.

The local streets and interior courtyards in the typical blocks will receive direct sunlight at most times of the year, provided that the north-south blocks are kept at 6 stories or less.

5.5 Street Connections

Cherry and Parliament Streets will provide the main links to the redeveloping waterfront lands south of Ataratiri. Parliament Street provides direct access to Queen's Quay and the East Bayfront. Cherry Street provides a link to the Port Industrial District and the Cherry Street beach. Both these streets have poor underpasses beneath the railway corridor and intersections with Lakeshore Boulevard which are quite difficult for pedestrian and bicycle traffic. These underpasses should be given early consideration as part of a programme of improvements to links across the Gardiner/Lakeshore corridor.

The best opportunity for an additional connection to the south occurs on the alignment of St. Lawrence Street, if it was extended to traverse the site. In the event that the rail yards immediately south of the site are narrowed into a modest corridor, it may be possible to extend St. Lawrence under the tracks to provide access to the lands to the south. The foot of St. Lawrence Street in the proposed Windmill Line park should be kept clear of buildings and services to preserve this option for the future.



TYPICAL BLOCK STUDY
Source: Spaziani & Fong

FIGURE 5-2

5.6 The Character of Front and Trinity Streets

In the future, Front Street E. will perform two different functions in this area. Regional commuter traffic will flow along Front Street E., west of Trinity connecting the Eastern Avenue overpass and the Don Valley Parkway to the downtown core. East of Trinity Street, it will form the main street of Ataratiri. Local shopping will be found between Cherry and Trinity. Schools, community services and residential buildings will line the edges of Front Street E., east of Cherry Street. In order to discourage commuter traffic along this main street, the Eastern Avenue diversion should be connected to Front Street E. at Trinity, as recommended by the Traffic and Transportation Study (See Figure 5-4). The view corridor along Front Street E. can be kept open to preserve the vista of the downtown core.

Trinity Street has a special place in Toronto's history. The Little Trinity Church, Enoch Turner schoolhouse and a row of 19th century townhouses define a quiet, low scale streetscape north of Eastern Avenue. In the Gooderham and Worts site south of Mill Street, Trinity Street is the spine of one of the outstanding ensembles of historic industrial architecture in North America. The character of these areas would be harmed by vehicular traffic making short cuts between Eastern Avenue and King Street East or Mill Street. In order to meet urban design objectives, it is recommended that part of Trinity Street between Front and Mill be a pedestrian street, and that special streetscaping and paving developed for the entire section between Gooderham and Worts and King Street East.

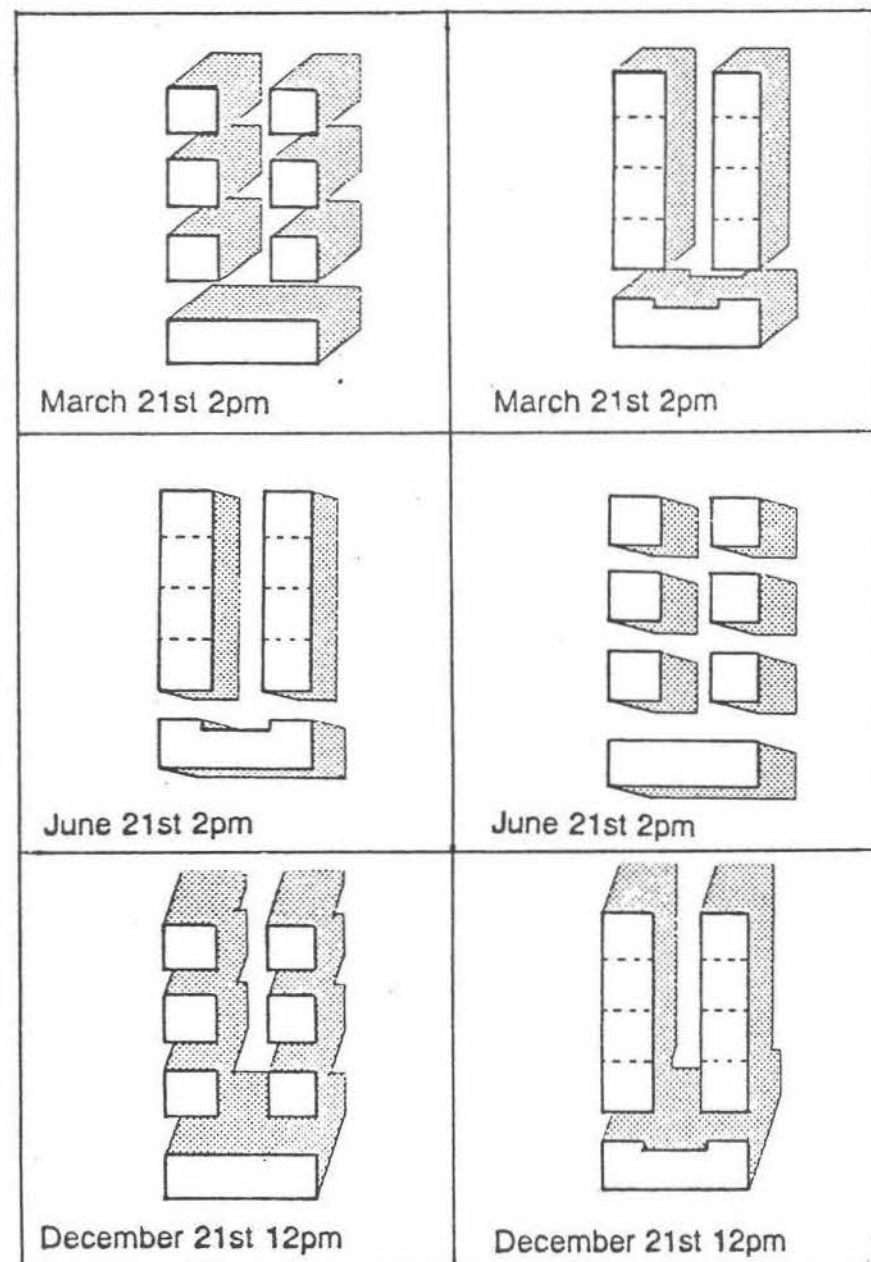
5.7 Mill Street

East of Parliament Street, Mill Street is on the same alignment as the Esplanade in the St. Lawrence Neighbourhood. Although a vehicular connection between Parliament and Berkeley Streets is not recommended in the Road Configuration Study because it would attract more Central Area trips to the detriment both of Ataratiri and the St. Lawrence Neighbourhood, it could be connected as a desirable and efficient bicycle and pedestrian route to the core.

5.8 Bayview Avenue and River Street

The alignment of Bayview Avenue within Ataratiri is very important, given the plans to widen north of Queen Street to improve its function as an arterial road.

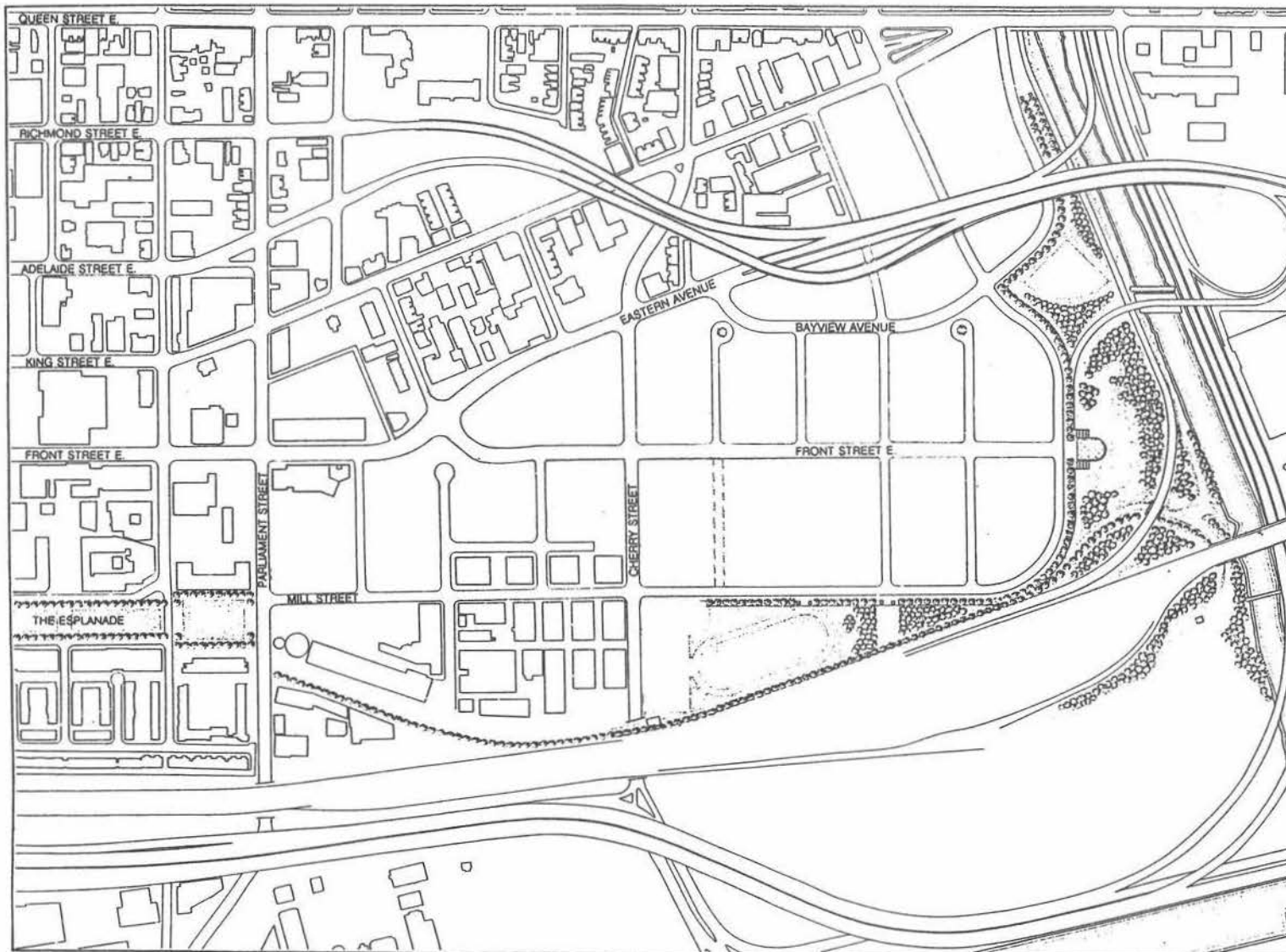
Two alternative Bayview/Eastern connections were considered. The preliminary alignment suggested in the initial urban design strategy (See Figure 2-3), would require a Y intersection and some form of traffic management to prevent commuter traffic from running through the site. The recommended plan extends River Street south of King Street East as a collector road at the eastern edge of the site and connecting to Mill Street. Bayview would cross the River extension at a right angle and connect to Eastern Avenue. Left turns could be permitted for traffic destined for Front and Mill Streets.



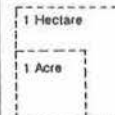
TYPICAL BLOCK SHADOWS
Source: Spaziani & Fong

FIGURE 5-3

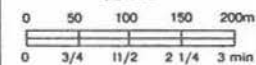
A T A R A T I R I



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SCALE



WALKING SCALE

THE KIRKLAND
PARTNERSHIP

STREET PLAN

December 1990

FIGURE 5-4

We recommend the River Street extension for several reasons:

- Bayview would then connect commuter traffic to Eastern Avenue, north of the core of the site;
- it clearly distinguishes between the arterial road (Bayview) and the collector (River);
- a collector street is more appropriate between the residential area and the park;
- it is less likely that there will be future pressure to connect a Bayview/Mill arterial road to the Esplanade.

The Ataratiri Road Configuration and Transportation Impact Study by A. J. Freedman Associates concludes that the River/Mill alignment is as effective as the Bayview/Mill option in terms of traffic service. However, the River/Mill alignment is recommended because its site planning and urban design advantages reinforce the planning principles for the Ataratiri community.

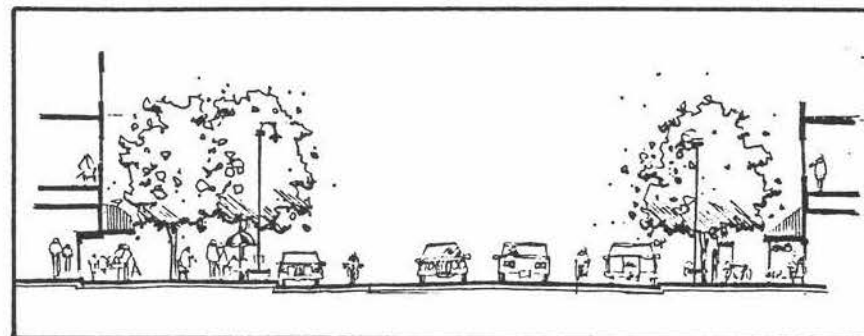
5.9 Street Characteristics and Road Right of Way

The right of way width required for roads in Ataratiri should vary with the function and character of each type of street. Streets will form an important component in the public space system of Ataratiri. Typological classifications and characteristics of the streets were recommended in the Open Space Study by Hough Stansbury Woodland Limited, and are illustrated in Figure 6-1. Streets are classified as:

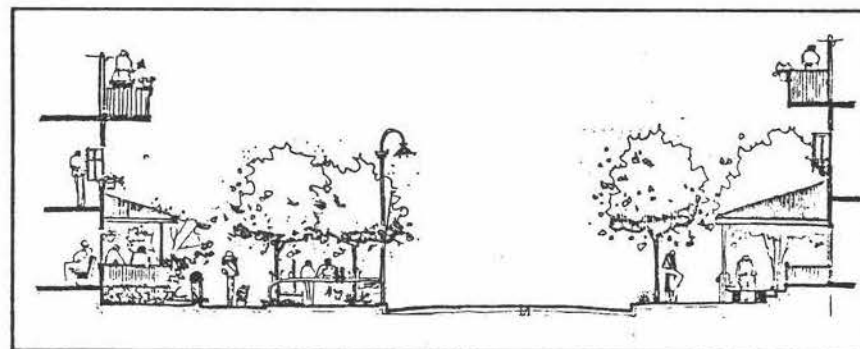
- local residential streets
- collector streets - Front, Mill, River, Cherry, St. Lawrence
- arterial roads - Bayview, Eastern, Parliament

Local streets should be pedestrian places designed to encourage social interaction and play, while permitting on-street visitor parking and vehicular access for residents and services. While a minimum 20m right of way is recommended, less than half must be paved. A discretionary building zone for porches, bay windows and frontyards is recommended, along with generous sidewalks with street trees (See Figure 5-5).

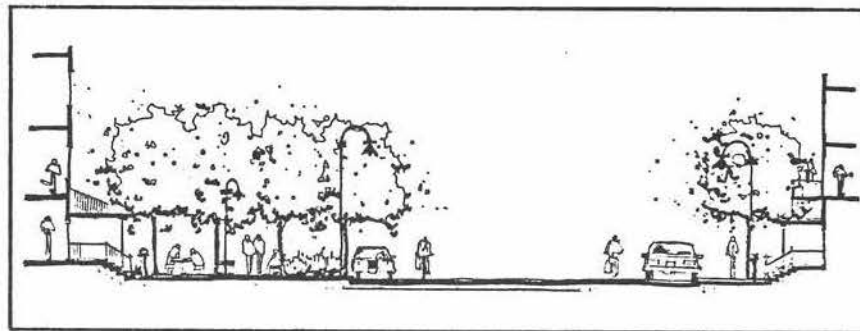
Front Street will likely be a retail urban promenade west of Cherry Street and a residential urban promenade from Cherry to the proposed Don Park. The retail section includes a 7m wide urban pedestrian promenade with seating and a double row of trees on the sunny north side of the street (See Figure 5-5). The south side would have street trees and a 6 metre sidewalk zone. The total right of way required for the retail part of the Front Street East is 29 metres.



Retail Urban Promenade-Front St., West of Cherry St.



Local Residential Street-Schematic Section



Residential Urban Promenade-Front St., East of Cherry St.

STREET CROSS SECTIONS
Source: Hough Stansbury Woodland,
Ataratiri Open Space Study, 1990

FIGURE 5-5

TABLE 5 - 1

STREET RIGHT OF WAY CHARACTERISTICS

<u>STREET</u>	<u>PRIVATE ZONE</u>	<u>SIDEWALK PROMENADE</u>	<u>STREET TREES</u>	<u>ON STREET PARKING</u>	<u>BICYCLE ROUTE</u>	<u>TRAFFIC LANES</u>	<u>TOTAL RIGHT OF WAY</u>
Pedestrians Mews	3.5 x 2	14m	1 both sides	one side all times	On Street	None	20m
Local Residential	2 @ 3.2m	2 @ 2m	1 both sides	1 @ 3m One side all times	On Street	2 @ 3.3	20m
Front - Retail	Nil	7m - North 6m - South	2 north 1 south	both sides off peak	On Street wide inside lane	2 @ 3.15 2 @ 4.5	29m
Front Residential	2 @ 3.5m	10m - North 3m - South	4 north 1 south	both sides off peak	On Street wide inside lane	2 @ 3.5 2 @ 4.5	36m
Mill/River	1 @ 3.15	3m Residential 5 park	1 north 2 south	both sides off peak	On Street wide inside lane	2 @ 3.5 2 @ 4.5	27.5m
Cherry	Nil	2 @ 3m	1 both sides	both sides off peak	On Street	4 @ 3.5 7m Boulevard	27m
Eastern	1 @ 3.5	4m - North 5.5m - South	1 both sides	No	On Street	4 @ 3.5 1 @ 3	30m

We propose that the residential portion of Front Street East have a 10 metre wide urban promenade with seating and a quadruple row of trees on the north side (See Figure 5-5). The south side could include a 3-6m sidewalk zone. Entrances to the north of the key community facilities (schools, community centre, etc) would be on this side of the street. A 36m wide right of way will be required.

Mill Street and River Street (south of Bayview) have a major park along one side, with housing across the street (See Figure 6-6). A park promenade is created with a wide sidewalk and allee of trees on the south east side of the street. A right-of-way of 27.5m will be required.

Cherry Street could have a minimum right-of-way of 28 metres to permit wide sidewalks and four lanes of traffic and parking. A boulevard could preserve the option of a future transit connection between the King Street line and the potential extension of the Harbourfront LRT.

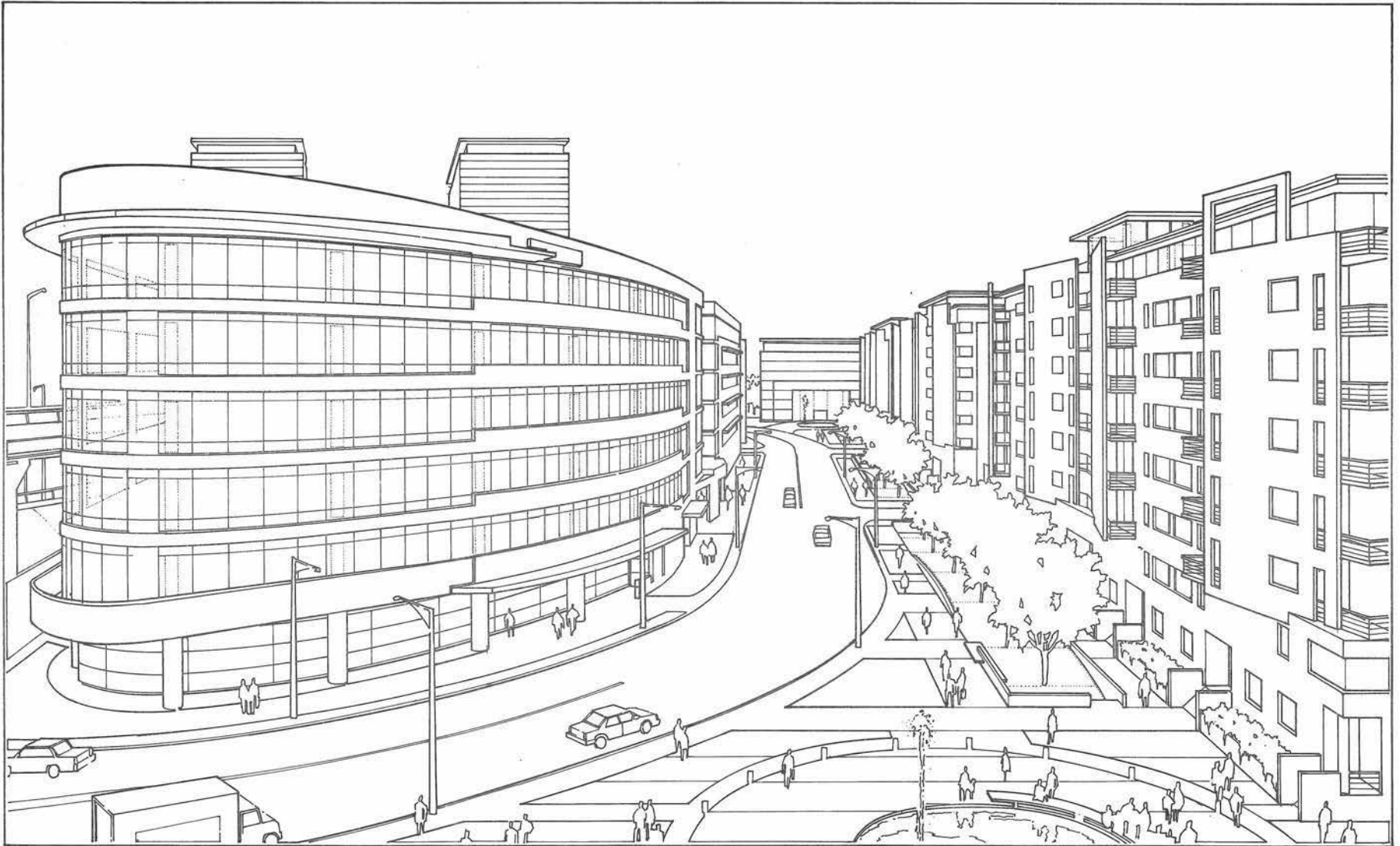
Finally, it is proposed that Bayview Avenue would be moved approximately 20 metres to the west to provide an extension of the open space buffer between the Eastern overpass and Queen Street. Bayview could be connected to the Eastern Avenue diversion by a new 30 metre right of way containing a landscaped buffer on the residential south side as shown in the perspective drawn by Steven Teeple (Figure 5-6).

5.10 Street Lighting

Different lighting conditions should apply to the various types of street:

<u>Street Type</u>	<u>Street Lighting</u>
Urban Arterial (Bayview, Parliament, Eastern)	Metro arterial lighting
Urban Promenade (Front)	High level at curb Pedestrian level in boulevard
Collector (Mill, River)	High level at curb
Local	Pedestrian level at curb
Mews	Pedestrian level or building mounted

Urban arterial roads should be lit to provide safety for motorists, while local streets are to provide a safe and welcoming pedestrian environment. The principle here is that streets are not only distinguished by their right of way, but also by the character of their illumination at night.



VIEW OF NEW BAYVIEW AVENUE NEAR EASTERN AVENUE
Source: Steven Teeple Architect

FIGURE 5-6

5.11 Fire Fighting and Emergency Vehicle Access

All the courtyard housing blocks should have at least two openings of a minimum 4.5m by 4.5m high to permit access by fire fighting and emergency vehicles. All street rights of way will be a minimum 20m wide, with at least 7m pavement. Passages would be staggered to prevent through views and encourage diagonal air flow through the courtyards, as recommended by the wind consultant, RWDI.

Proposals to reduce the pavement width at local street entrances should be reviewed by the Toronto Fire Department and the Department of Public Works.

5.12 Parcel Division Options

In order to encourage a fine grain and texture in the appearance of the streets, it is proposed that the blocks be divided into 6-8 parcels and built by different developers to the designs of individual architects. For example, a typical block south of Front Street East could include four corner buildings and four "urban villa" buildings of approximately 29 units each (See Figure 5-7). A block north of Front Street East might include four corner buildings and two "urban villa" buildings. Blocks would be capable of adapting to local conditions and building programmes.

As an alternative, the local streets could be developed as one building, to maximize the number of ground related family housing units.

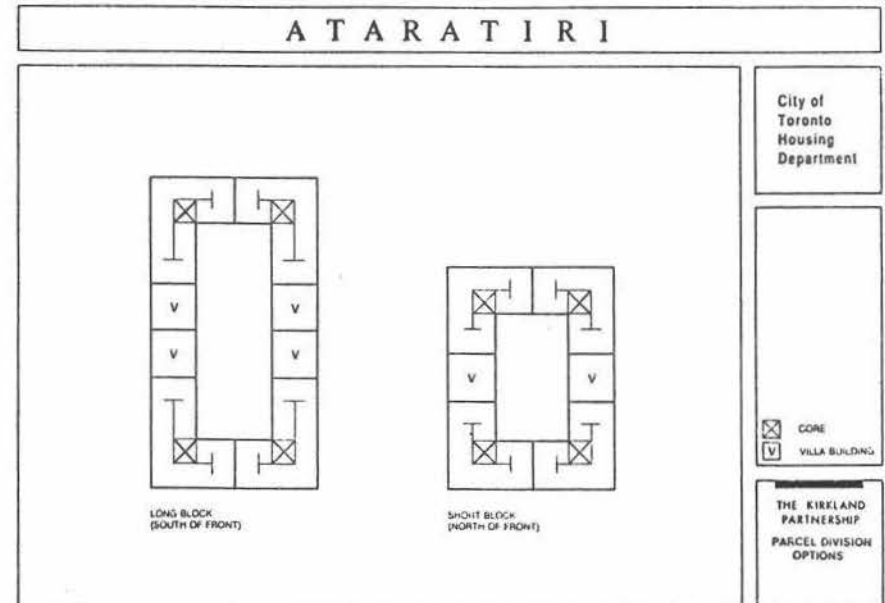
5.13 Block Servicing

In order to accommodate the density of development proposed for the typical blocks, it is likely that parking and servicing will have to be shared among several buildings.

It is expected that residential and commercial parking will be in underground parking garages across the Ataratiri site. On a typical block, it appears that parking can be accommodated on one level on most of the block, with the potential for a deeper garage near taller buildings, to accommodate more extensive requirements. Underground garages should be divided by demising walls and doors below grade to break up the floor into smaller garages which can be monitored and maintained by separate buildings. However, several garages can share an underground lane and ramp access to limit the number of ramps and exits to two per block. Secure bicycle parking rooms should be conveniently located, near the entrances of the individual building garages.

Loading for larger buildings would be accommodated in off-street loading bays, with access from the local streets, rather than the collector roads. Through block lanes will be discouraged, to ensure that the central courtyards are private, safe and quiet.

In general, for the medium to larger buildings, garbage can be stored on each site and moved to centralized garbage pickup bays on garbage collection days (See Figure 5-8). Smaller buildings of 30 units or less, do not require separate off-street loading areas. Small garbage containers could be wheeled to the curb, or to central pickup locations.



PARCEL DIVISION OPTIONS

FIGURE 5-7

ATARATIRI

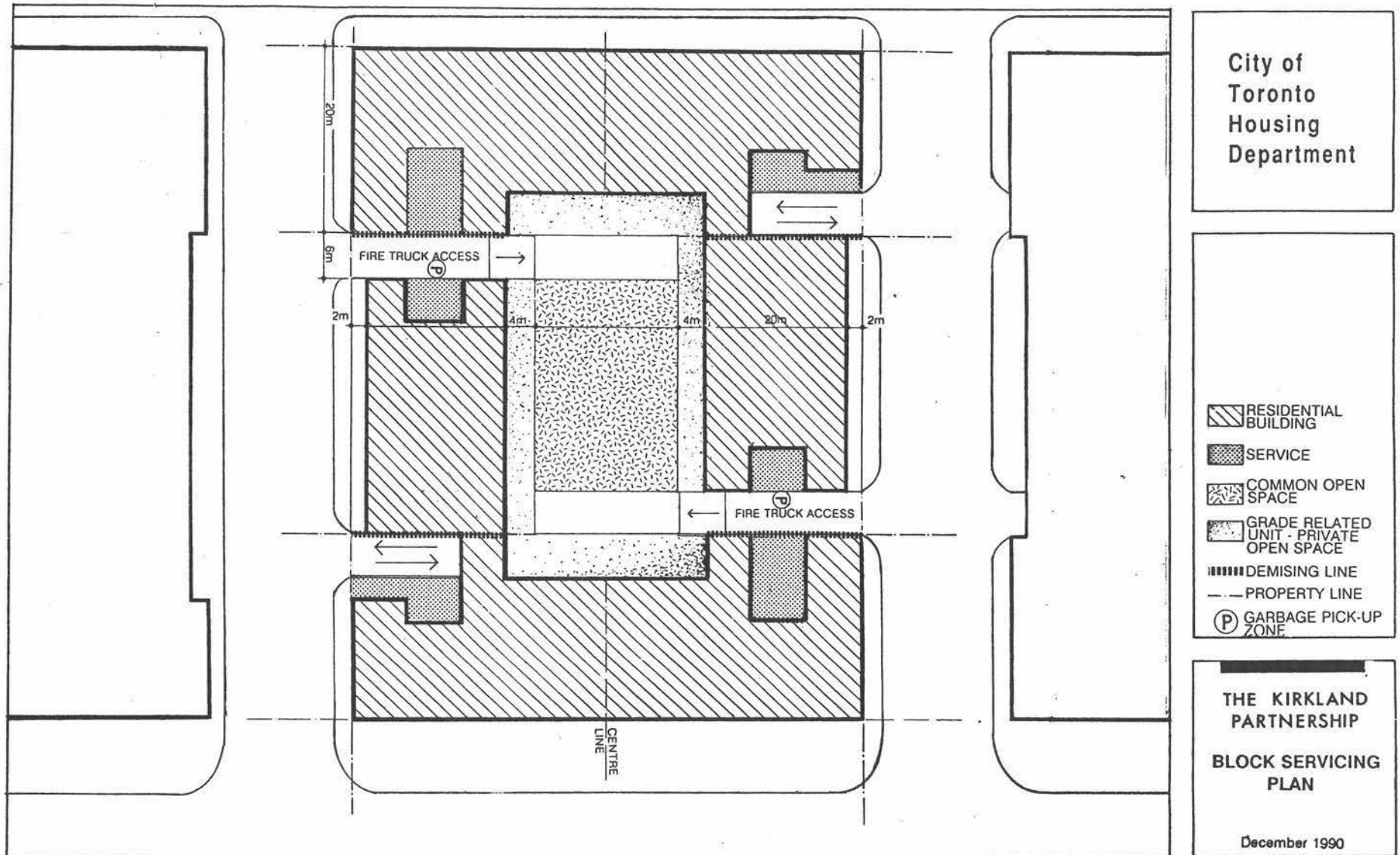


FIGURE 5.8

6. OPEN SPACE STRATEGY

6.1 Open Space Planning Principles

The Ataratiri Open Space Study was prepared by Hough Stansbury Woodland Limited, with urban design and planning input from The Kirkland Partnership. Certain open space planning principles emerged during this study:

- the open space system should be based upon a conceptual hierarchy of public and private open spaces which serve a full range of users and accommodate various activities;
- the most significant open space in Ataratiri should be a park near the Don River edge that has a strong natural habitat theme, with more active programming in appropriate areas;
- open space linkages should be developed with adjacent neighbourhoods to the north and west of the site and to the waterfront and river to the south and east;
- individual neighbourhood parks and urban plazas within Ataratiri should be the focus of separate precincts. Building massing should reinforce this role;
- open spaces should be safe and secure, with a variety of activities and the opportunity for people to monitor their surroundings;
- plants should be used to improve environmental quality by filtering dust and pollutants from the air, providing shade and modifying wind patterns and speeds;
- open spaces should be used to manage the amount and quality of stormwater drainage in the Ataratiri site;
- traces of the industrial history of the site should be maintained in the open space system;
- approximately one to two hectares (3 to 5 acres) of local playfield spaces should be provided to meet the active recreation needs of Ataratiri residents;
- open spaces should be specifically designed to extend spring and fall season use and be interesting and pleasant in the winter.

The open space system which was developed from these principles is shown in Figure 6-1.

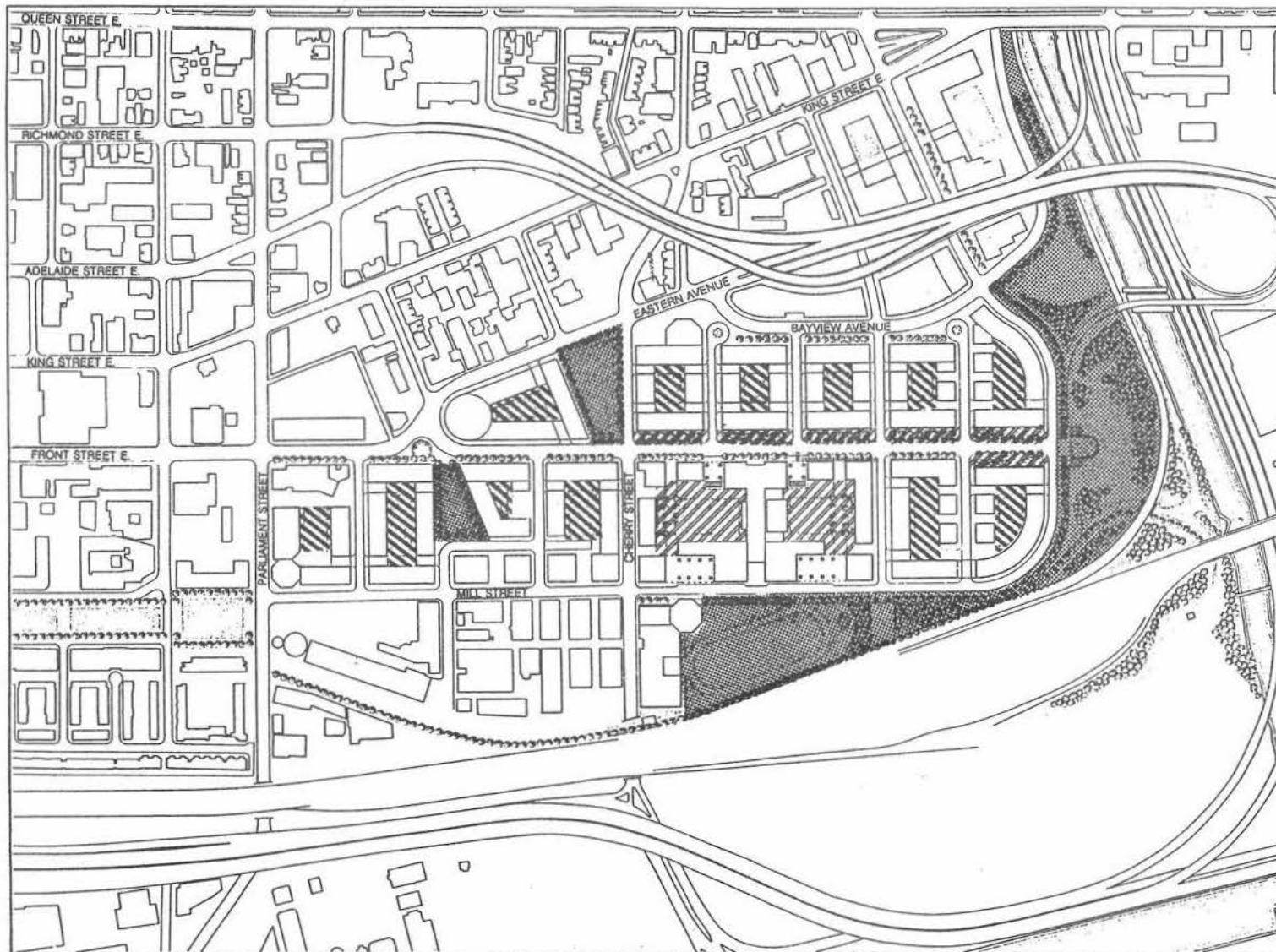
The open space system in Ataratiri will encompass approximately 8.9 hectares (22 acres) or 2.7% of the site area. Over 6 hectares (15 acres) of public park are provided, exceeding the original target of 11-13 acres in the 1988 report. The approximate area of the components of the open space system are described in Table 6-1 below.

TABLE 6-1

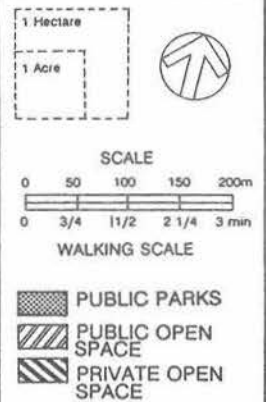
ATARATIRI OPEN SPACE AREAS

<u>Public Parks</u>		
	<u>Hectares</u>	<u>Acres</u>
Don River Park	3.64	9.0
Mill Park	1.70	4.2
Cherry Square	0.49	1.2
Trinity Common	0.36	0.9
	—	—
Total Public Park	6.19 hectares	15.3 Acres
<u>Public Open Space</u>		
Front Street Promenade	0.34	0.8
School Courtyards	0.81	2.0
	—	—
Total Public Open Space	1.15 hectares	2.8 Acres
	—	—
Private Courtyards	1.54 hectares	3.8 Acres
	—	—
TOTAL PARKS AND OPEN SPACE	8.88 hectares	21.9 Acres
	==	==

ATARATIRI



City of
Toronto
Housing
Department



THE KIRKLAND
PARTNERSHIP
OPEN SPACE PLAN

December 1990

FIGURE 6-1

Don River Park

A Don River Park could become a major identifying feature for Ataratiri: a unique open space emphasizing its relationship to the river and offering linkages to the north and south. The park would define the easterly edge of the site and fulfill important environmental and social functions. It would extend the floodplain of the Don River. As a reforestation buffer, it can act as an environmental filter (in terms of air quality and to some extent, noise) between housing and the Don Valley Parkway (See Figure 6-4).

As a continuous open space, the Don River Park would make bike and pedestrian connections to sports fields located at the edges of Ataratiri and establish links to the Don River system and waterfront at key places (proposed under the CN line at the south-east curve, over the abandoned bridge structure, and at the Eastern Avenue flyover). The park could provide a focus of activity and identity for Ataratiri residents.

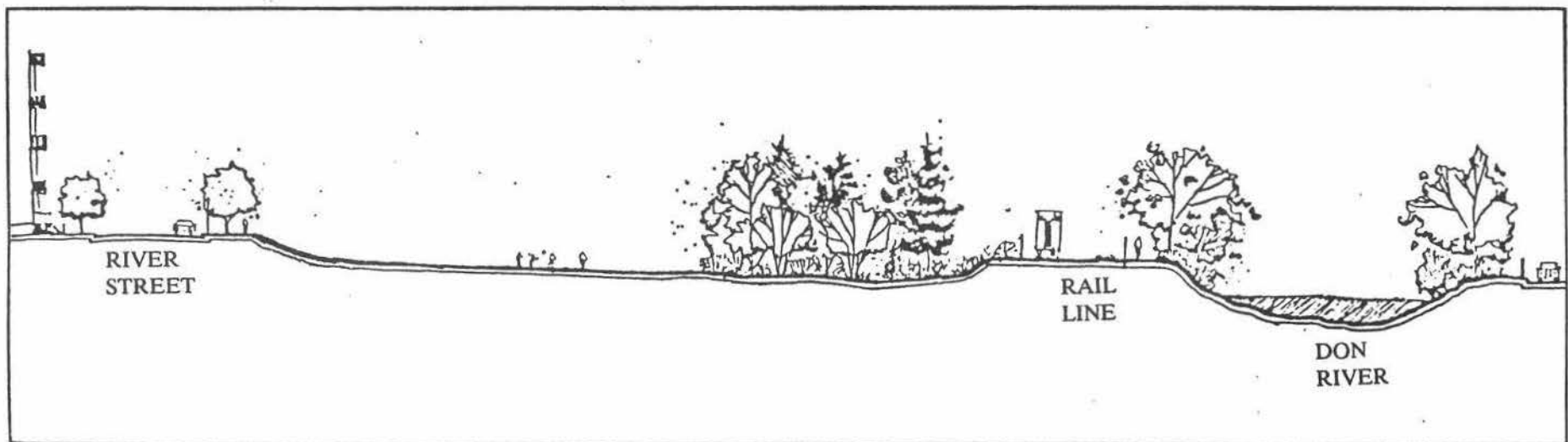
As proposed in the Open Space Study, a combination of dense forested "wilderness", open treed canopy, and grassed open space would provide opportunities for a variety of uses: nature oriented study, adventure play, passive uses, and active recreation.

River Street will be elevated approximately 3m above the park by the edge of the flood control berm. This grade difference will provide the opportunity for a belvedere at the end of Front Street East with a fine view across the park (See Figure 6-4). The base of the belvedere could be an unobtrusive location for a park maintenance pavillion. The elevation difference also permits a more pleasant underpass below the railway tracks, as shown in Figure 6-5.



DON RIVER TODAY

FIGURE 6-2



DON RIVER PARK SECTION

Source: HSW

FIGURE 6-3



DON RIVER PARK
Source: Kirkland Partnership

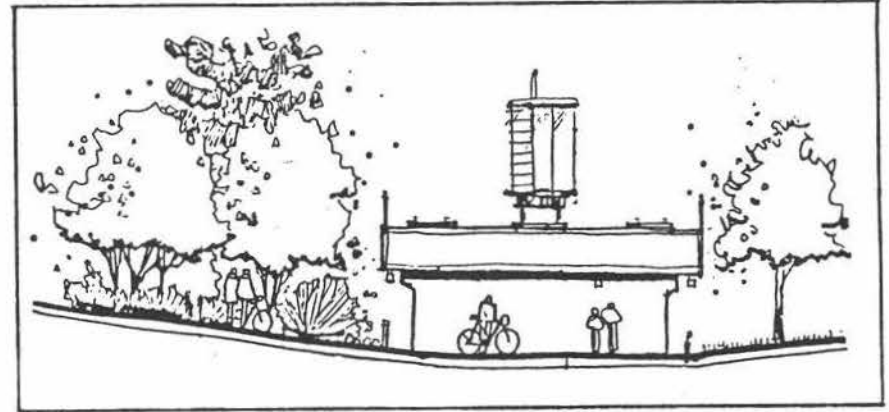
FIGURE 6-4

We recommend that the open space theme of the Don River Park continue along the southern edge of Ataratiri, forming an environmental buffer between the development and the CN rail line/sorting yards. It could also provide a continuous linkage from the Don River Park around the south/east edge of Ataratiri to Cherry Street, the Gooderham and Worts site and the St. Lawrence Neighbourhood (See Figure 6-1).

Mill Park will take the form of a grassy meadow which can be used by the community and the adjacent two elementary schools for active recreation use. As shown in Figure 6.7 prepared by the EDA Collaborative, the park will be large enough to accommodate a full soccer field, with a cycle route and jogging trail along its southern edge.

The south edge should be heavily planted with coniferous and broad leafed trees to act as a visual screen for low level views towards the rail line. A drainage swale for infrequent flood control purposes may be combined with the cycle route on this edge. Similarly, it may be possible to combine the required security fence along the railroad with a low, lightweight noise control fence which would be screened by the planted edge.

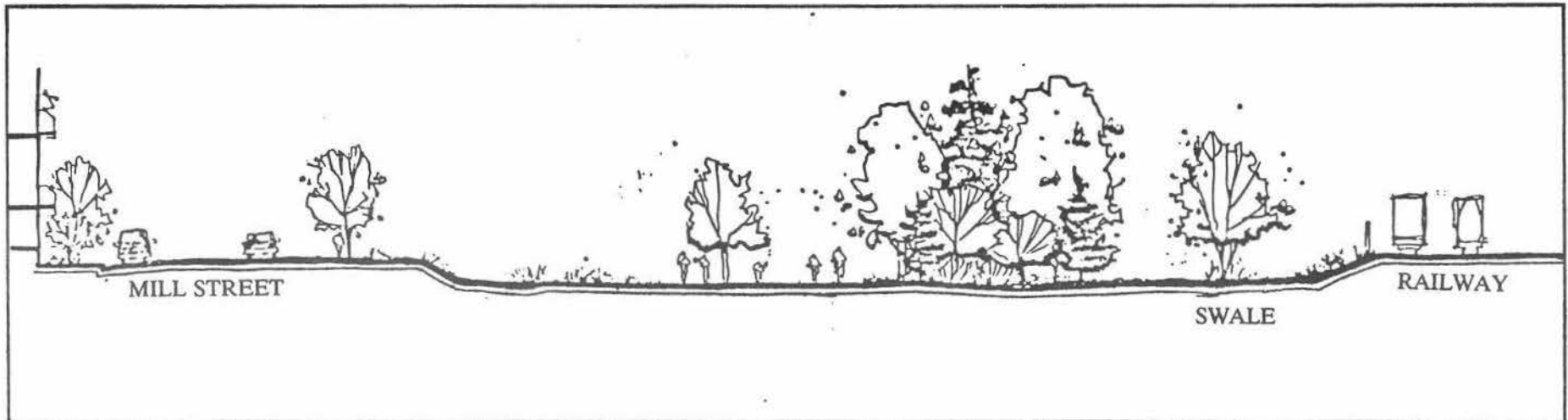
The north edge of the park, adjacent to Mill Street, could accommodate a cycle path and sidewalk with a double row of trees somewhat similar to the allee on the north side of Crombie Park in the St. Lawrence Neighbourhood. This walkway could be extended west through the Gooderham and Worts site to Parliament Street, to connect to the St. Lawrence Neighbourhood. The Mill Street/Esplanade walkway and bicycle route could prove to be a popular "commuter route" for both pedestrians and cyclists.



BICYCLE & PEDESTRIAN UNDERPASS

Source: HSW

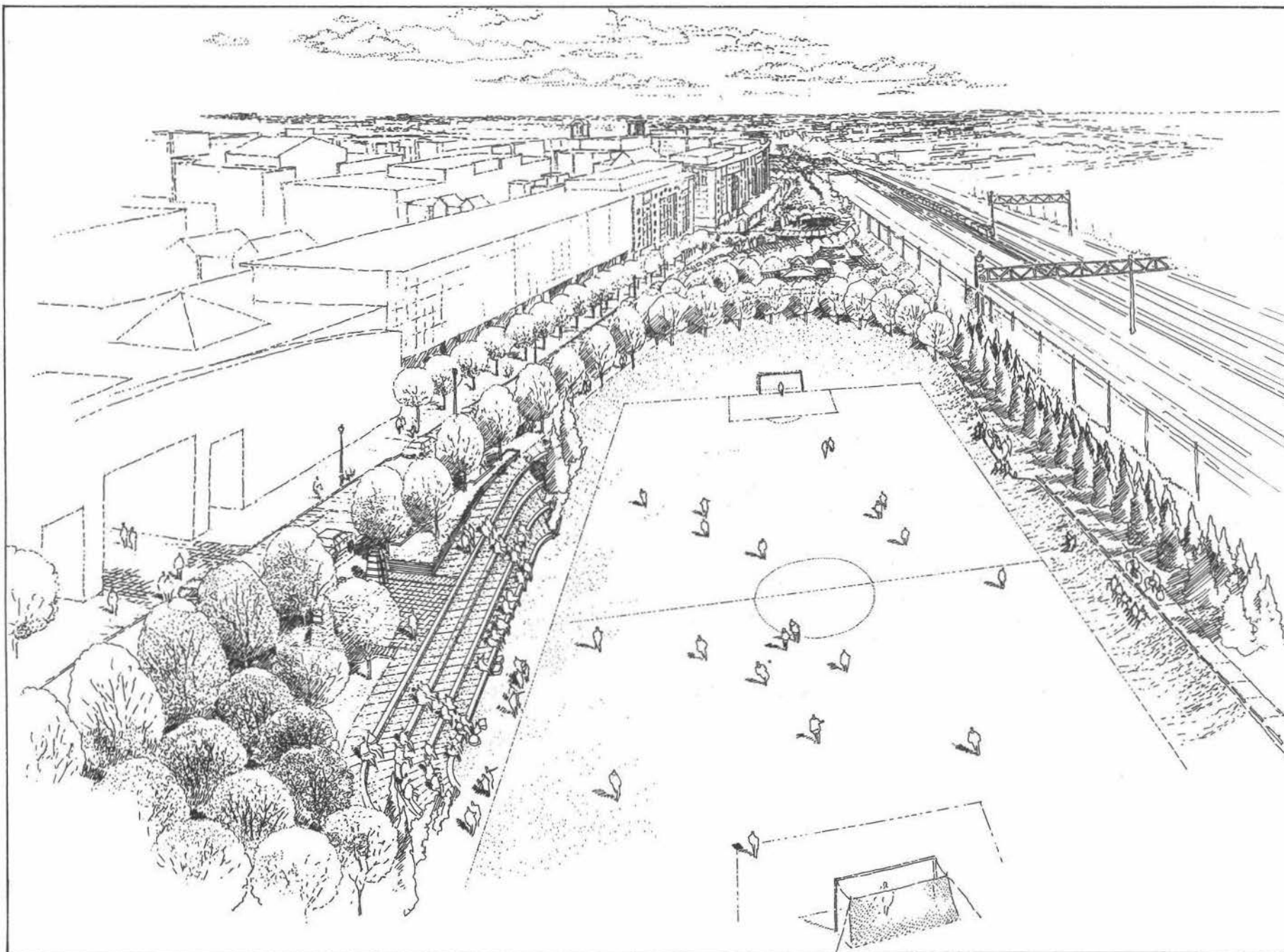
FIGURE 6-5



MILL PARK SECTION

Source: HSW

FIGURE 6-6



MILL PARK
Source: EDA Collaborative

FIGURE 6-7

6.4

Cherry Square

Cherry Square is an urban plaza which will reinforce the new visual link between the former Palace Street School building at 409 Front Street East and the Sackville Street School (See Figure 8-8). These buildings were two of Toronto's earliest public schools, but the view between them has been blocked by a low warehouse, which will be removed in the redevelopment of the site. This new open space will also visually integrate Corktown with Ataratiri.

Cherry Square will be an important focal point for the Front/Cherry mode of Ataratiri's main street. As shown in Figure 6-9 prepared by Jurecka, Lobko, Tregobov, the plaza could be a predominantly hard surface pedestrian space with ample seating. The edges of the square could be defined by rows of trees and a canopy. Public uses such as shops, restaurants, community service facilities and building lobbies should be located on the ground floor of the buildings which face the square. The west side of the square could be used for outdoor cafes in the warmer months.

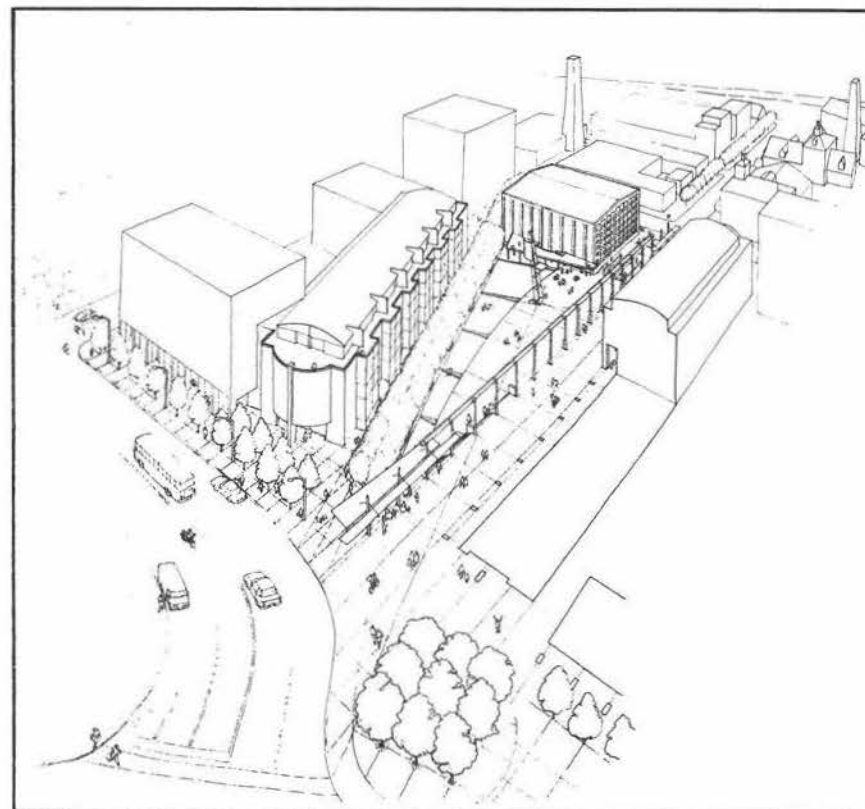
6.5

Trinity Common

This park replaces Trinity Street between Front and Mill Streets with a pedestrian route and public open space connecting two historic landmarks (Trinity Church and the Gooderham & Worts distillery). The intersection of this route/park with the Front Street/Eastern Avenue junction brings a component of public open space to the western gateway of the Ataratiri neighbourhood. The triangular park is defined by proposed residential buildings to the east and west and the existing Gooderham & Worts Rack House to the south.

Since Trinity Common is located in a primarily medium density residential area, it could have individual units at grade along its east and west edges, provided that a clear separation of public and private uses is developed, perhaps by means of sidewalks, colonnades and planting. Alternatively, if the adjacent buildings were occupied by artist-related housing, the ground floor spaces could be occupied by public galleries and common space, similar to Arcadia Co-op at Harbourfront.

Natale Scott Brown Architects prepared a proposal for the Trinity Common, which is shown in Figure 6-8.



TRINITY COMMON

Source: Natale Scott Brown

FIGURE 6-8



CHERRY SQUARE
Source: Jurecka Lobko Tregebov

FIGURE 6-9

6.6 School Yards

The two squares proposed between the two schools in the centre of the site could provide a rich environment that is interesting for children and other members of the community after school hours. In addition to the standard elements (climbing structures and an expanse of all weather paved surface), a school yard can incorporate a "wild garden" for nature study, seating, a grove of shade trees, sand, movable structures for imaginative building, and so on.

The results of the Ataratiri Integrated School Site Study by Page & Steele Architects suggested that the two elementary schools could be connected by a link to the community recreation centre (See Figure 8.5). The two school courtyards which remain would have direct access to Front Street East and Mill Street, but would be traffic-free open spaces suitable for small children's play. Both courtyards will have direct access to the community centre, and they should be designed to facilitate community use by adults and children on summer evenings and weekends. Similarly, the outdoor play areas associated with the daycare centres and kindergartens in the schools should be designed to accommodate community use by children in non-school hours, as shown in the perspective view prepared by Russocki & Zawadski Architects (Figure 6-10).

6.7 Front Street Promenade

It is proposed that Front Street East should become an urban promenade with a generous sidewalk located on the north side, to allow maximum sunlight. Generous bicycle/parking lanes should be included in the road right of way (See Figure 5-5).

In the retail part of the promenade, the sidewalk would be approximately 7 metres from curb to building, providing space for two rows of trees, outdoor cafes, etc.

Successful tree planting will depend on the provision of suitable soil at least 1.5 metres deep along the length of the promenade.

The urban promenade on Front Street East would continue east through more residential areas to the Don River Park. The open space should be wider in this area, approximately 10 metres, to provide for four rows of trees, flower gardens, seating, play areas, sculpture and other features (See Figure 5-5).

Tree planting and building design should facilitate "eyes on the street" by allowing good surveillance of seating and sidewalks from second and third storey windows and balconies. One possible vision of the Front Street E. Promenade, seen from River Street, was illustrated by Brown & Storey Architects (See Figure 6-11).

6.8 Local Streets

Local streets should be designed as pedestrian places to encourage social interaction and play, where cars enter only because they have business there. Maintaining local streets as non-throughways is, therefore, critical to the health, safety and character of the neighbourhood (See Figures 5-5 and 7-2).

The design of the local residential streetscape can incorporate car and bicycle access and parking, play environments, socializing space, a variety of street furniture and interesting plantings.

6.9 Mid-Block Courtyards

Courtyard spaces within residential blocks should provide semi-private outdoor space for residents of all the surrounding buildings.

The sunniest locations will be on the north side of the courtyards, particularly if lower buildings (maximum of six storeys) are positioned on the south side of the block. Thus it makes sense to locate play and social spaces in the northern parts of the courtyards. They could be protected from summer heat by pergolas that can also function as climbing apparatus.

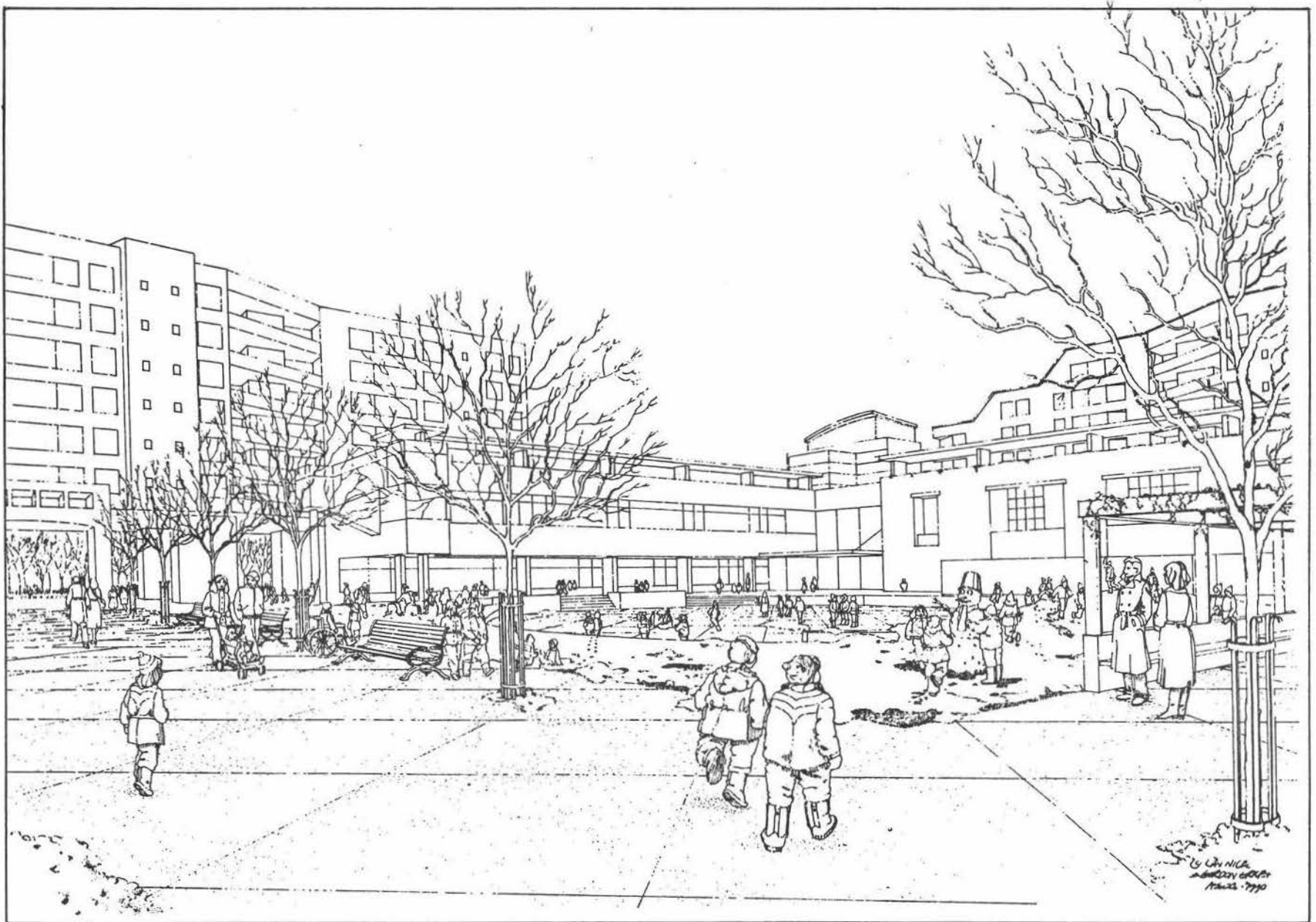
Play space for toddlers within courtyards can achieve three key characteristics:

- direct observation by adjacent housing units;
- obvious boundaries;
- can be reached from residential units without crossing streets.

Attractive sitting areas, game tables, gardens, picnic areas, and so on can provide for outdoor needs of adult residents.

The character and uses of semi-private spaces should vary. For example, some courtyards defined by residential blocks housing less mobile people such as the elderly and disabled should include design features and/or activities that will attract people during the day. This will bring liveliness and a variety of people closer to them. Such spaces should, of course, be capable of being closed off after hours.

Flexibility in the final design and management of the courtyards should be ensured so that residents of different buildings can collectively make decisions and become involved in the disposition and detailed design of the space to suit their own needs and preferences.



MULTI PURPOSE SCHOOL YARD
Source: Russocki & Zawadski Architects

FIGURE 6-10



FRONT STREET PROMENADE
Source: Brown & Storey Architects

FIGURE 6-11

6.10

Private Yards

Ground level housing units may have small front yards or porches facing the street, backyards or patios around the periphery of the courtyard. Higher units should have balconies. These private spaces should be clearly delineated as belonging to individual units. This can be achieved using fences, trellises, planter boxes, low walls, hedges and/or steps.

6.11

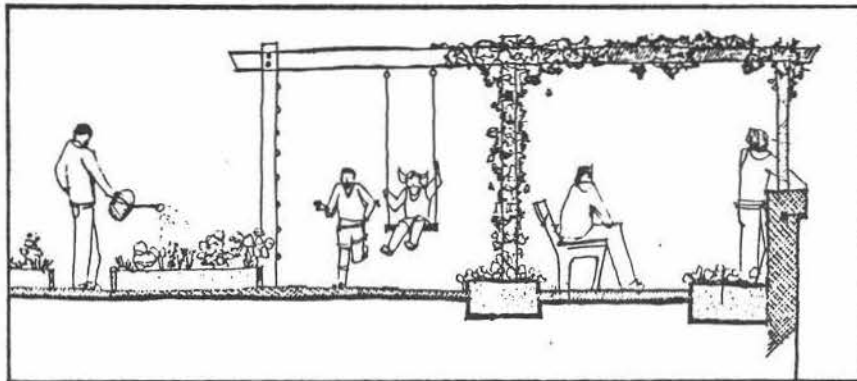
Roof Tops

Where ground level space is limited, rooftops can supplement the amount of open space available to residents. The extensive views from rooftops are an added attraction.

Figure 6-12 illustrates the variety of elements that can be incorporated into rooftop open space, including trellises with vines, groundcover plantings, paved sitting areas, picnic/BBQ facilities, play structures, community gardens, sculpture, water, and active recreation opportunities (e.g. running track, basketball, tennis, skateboarding).

In order for rooftops to be fully accessible and useful, the elevator should extend to the rooftop area. It may also prove useful to put shared facilities such as laundry and party rooms at the rooftop level, especially if space at grade is entirely devoted to family housing units. These combined recreational/mechanical penthouses should be set back from the parapet in a manner that they are not generally visible from the street below.

The potential for semi-private rooftop space on community gardens, terraces, etc. in a higher density, medium rise area indicates that special attention should be paid to designing the roof for additional structural loads, noise control and waterproofing.



POSSIBLE ROOFTOP ACTIVITIES

Source: HSW

FIGURE 6-12

7.0

TRANSPORTATION STRATEGY

The objectives for the transportation strategy for Ataratiri are:

- to encourage an alternative to private automobile use by Ataratiri residents by providing high quality transit, cycle and pedestrian facilities in the first phases of the project;
- to direct commuter traffic and truck traffic around the periphery of the site;
- to discourage the penetration of commuter traffic through local streets;
- to provide for a convenient transit route along Front Street East;
- to protect the option for future transit improvements along Cherry Street;
- to facilitate increased bicycle commuting by providing a continuous and safe system of cycle routes;
- to encourage walking for local trips by providing an extensive and high quality pedestrian network.

7.1

Regional Traffic

The proposed street plan directs commuter traffic around the periphery of the site along the relocated Bayview Avenue/Eastern Avenue corridor (See Figure 7-1). However, cars may turn to Front and Mill Streets to reach local destinations, Gooderham and Worts, or to take an alternative route in the event that Eastern Avenue is above capacity.

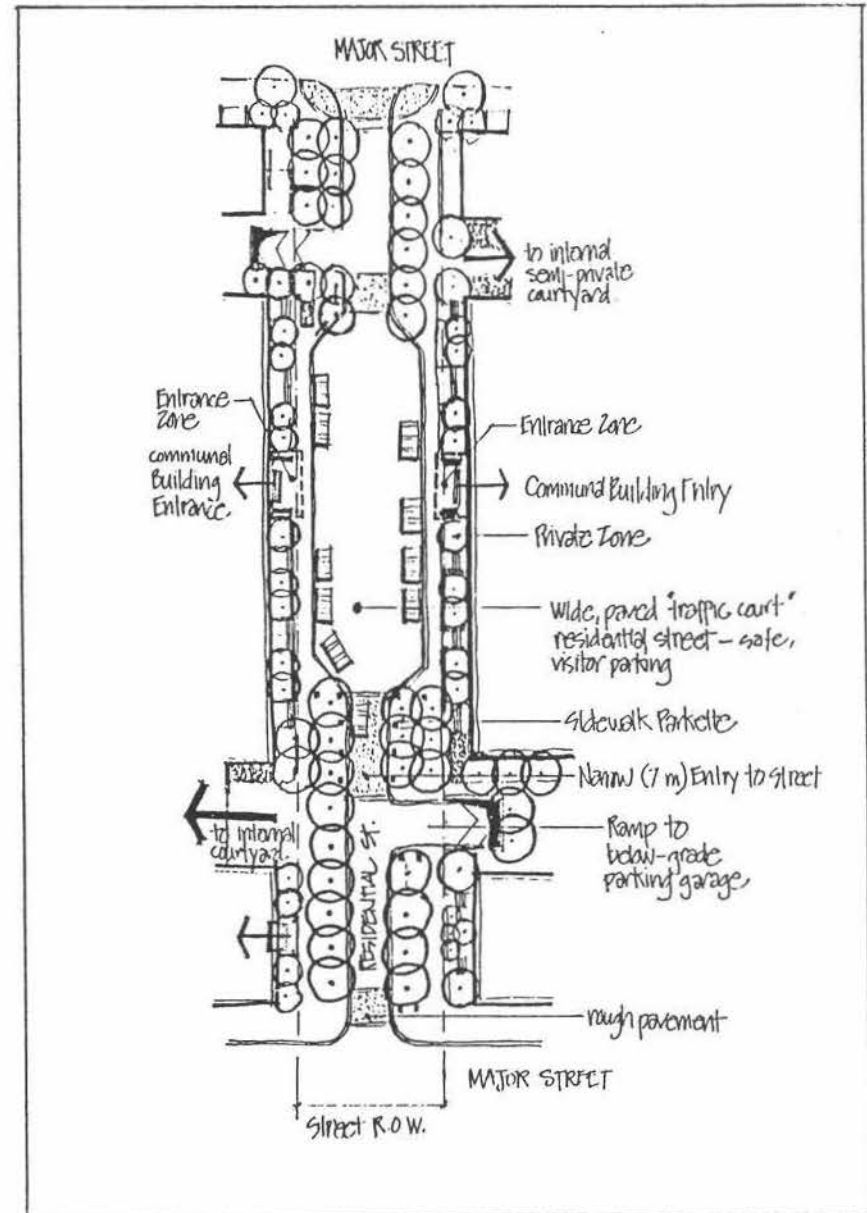
Large amounts of commuter traffic on Front Street East could divide the community. Similarly, commuter traffic along Mill Street would separate Ataratiri from Mill Park/Don River Park and provide another barrier between the community and the Don River.

7.2

Local Traffic

Front Street East will act as a collector street and is expected to carry the main transit route.

Cars and service vehicles should be accommodated on local streets in Ataratiri but pedestrians should have priority. Local streets should be designed to encourage cycling, safe pedestrian passage and permit limited play by school age children (See Figure 7-2). Local street entrances may be somewhat narrower to discourage high speed movements and through traffic. In addition, street trees, paving and pedestrian level street lighting should give a definite pedestrian-oriented atmosphere, while still permitting access and on-street visitor parking.

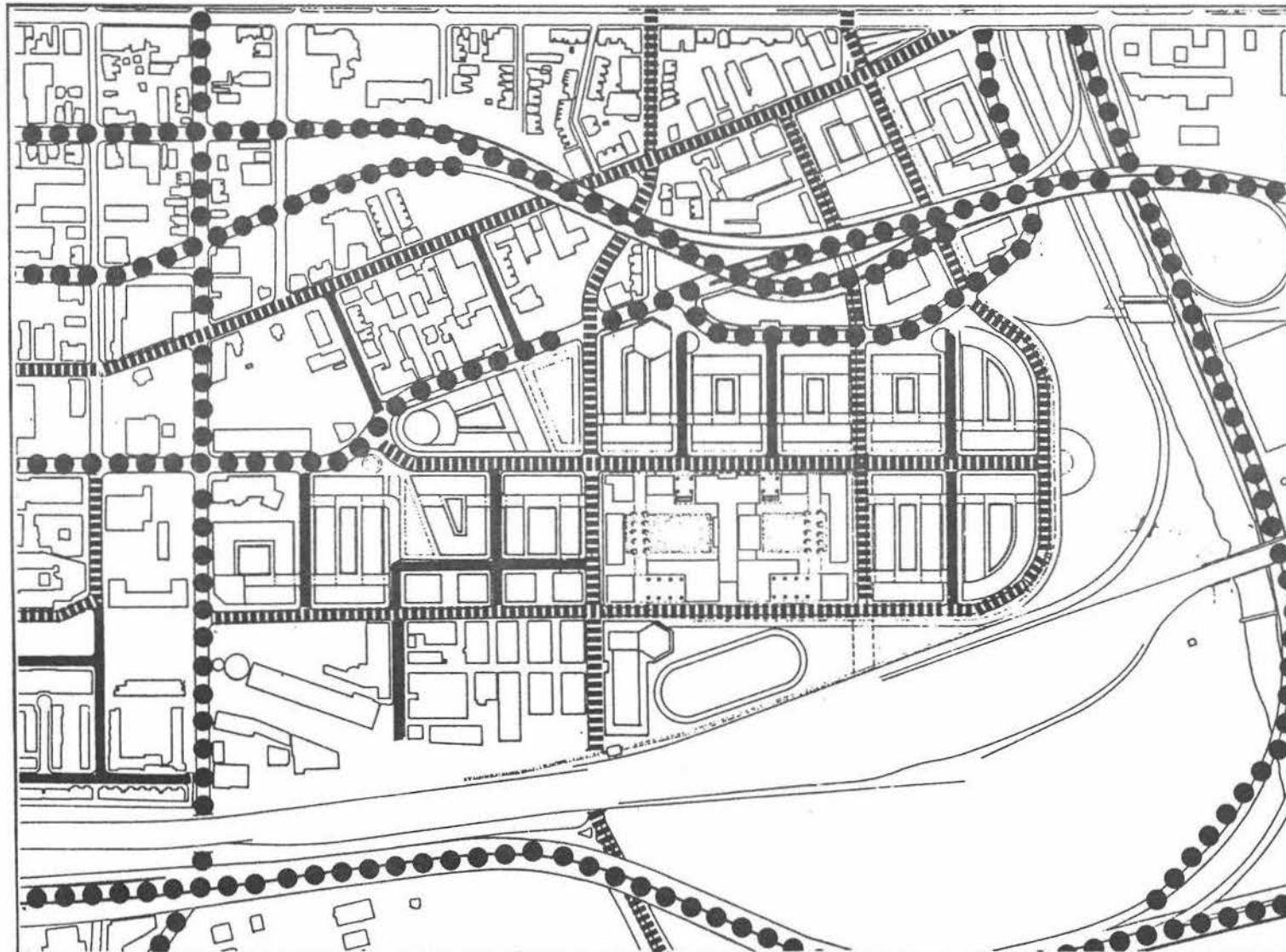


LOCAL RESIDENTIAL STREET PLAN

Source: HSW

FIGURE 7-2

A T A R A T I R I



City of
Toronto
Housing
Department

1 Hectare
1 Acre



SCALE

0 50 100 150 200m
0 3/4 1 1/2 2 1/4 3 km

WALKING SCALE

■■■■ COLLECTOR STREET

●● REGIONAL ROAD

— LOCAL STREET
& MEWS

THE KIRKLAND
PARTNERSHIP

ROAD HIERARCHY

AUGUST 1990

FIGURE 7-1

7.3

Public Transit

Ataratiri has all the characteristics of a community which should have a high transit ridership; it will be compact, high density and close to the core area. At present, the site is poorly served by transit, partly because of its low intensity of use, and partly because a twist in the street grid deflects the King Streetcar just as it approaches the site (See Figure 7-4).

Three possible improvements seem worthy of further consideration and can be developed within the context of the proposed site plan. A new bus service along Front Street East would appear to be justified not only for Ataratiri, but to serve other development further west along Front. Alternatively, re-routing a portion of the King streetcar service one block south to Front Street East would tie the community into an existing efficient and high quality service. This option should be considered in light of its impact on King Street East properties between Parliament and River, which might face a reduction in services. Finally, Metropolitan Toronto and the Province of Ontario are currently considering the establishment of a GO station at Cherry Street and the extension of the Harbourfront LRT along Lakeshore Boulevard, providing a transit "gateway" at Cherry/Lakeshore. It may prove useful to keep open the option of a connection between King (or Front) and Lakeshore along Cherry Street, to provide for a future high quality transit service.

In order to ensure that Ataratiri is a transit oriented community, the Front Street East bus should be in service when the first residents move in. The service must be convenient and widely promoted to ensure that residents can consider using transit in their new neighbourhood, rather than bringing one (or two) automobiles with them to Ataratiri.

7.4

Bicycle Routes

Off-street bicycle routes are proposed along the south edge of Mill Park and the east edge of the Don River Park. They would connect to the Lower Don Bicycle Route via an underpass beneath the railway line (See Figure 7-3). It is also proposed that the bicycle route use the former railway right of way over Cherry Street and south of Gooderham and Worts to connect to the St. Lawrence Neighbourhood at The Esplanade.

We recommend on-street bicycle routes on River/Mill Street and Front Street East. Two options should be considered for these routes - a widened curb lane and a separate bicycle path within the right of way. Separate cycle paths sometimes lead to awkward and confusing conditions at road intersections and pedestrian areas. Widened curb lanes of 4.5 m (15 feet) could be considered for the busy pedestrian Front Street East.

On River/Mill Street, it would be possible to include a two way bicycle path along the park side of the road, but this facility might duplicate the bicycle path along the other edge of the park. In any event, the exclusive cycle path could not be carried west of Cherry Street due to the restricted right of way between the historic Gooderham & Worts buildings.

7.5

Pedestrian Routes

Ataratiri is a 25 minute walk from the Central Business District. Front Street East and Mill Street/The Esplanade provide direct routes and should have safe, high quality pedestrian routes.

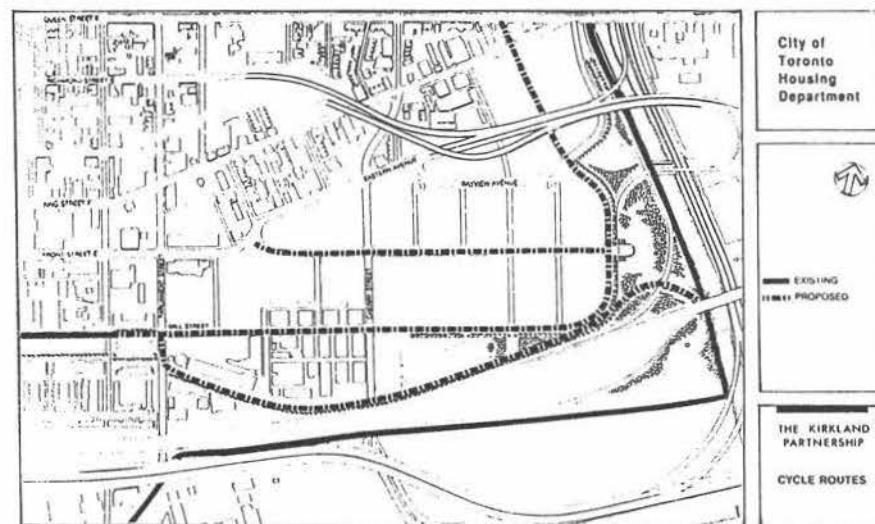
A compact, high density community such as Ataratiri should also provide convenient pedestrian access to all facilities and good linkages to surrounding areas.

Key pedestrian improvements include:

- link under the rail line to reach the Don River (See Figure 7-5);
- a bridge over the rail line, river, and Don Valley Parkway to link to Riverdale;
- improved access to the ramp on St. Lawrence Street leading to the Eastern Avenue flyover and safer sidewalks on the overpass;
- upgraded pedestrian connections under the railway on Cherry Street;
- a pedestrian crossing across Parliament Street at Mill.

Trinity Street could be an important pedestrian route to the King streetcar and Corktown. The historic significance of Trinity Street between Gooderham and Worts and King Street should be emphasized in the design and character of its pedestrian oriented open space.

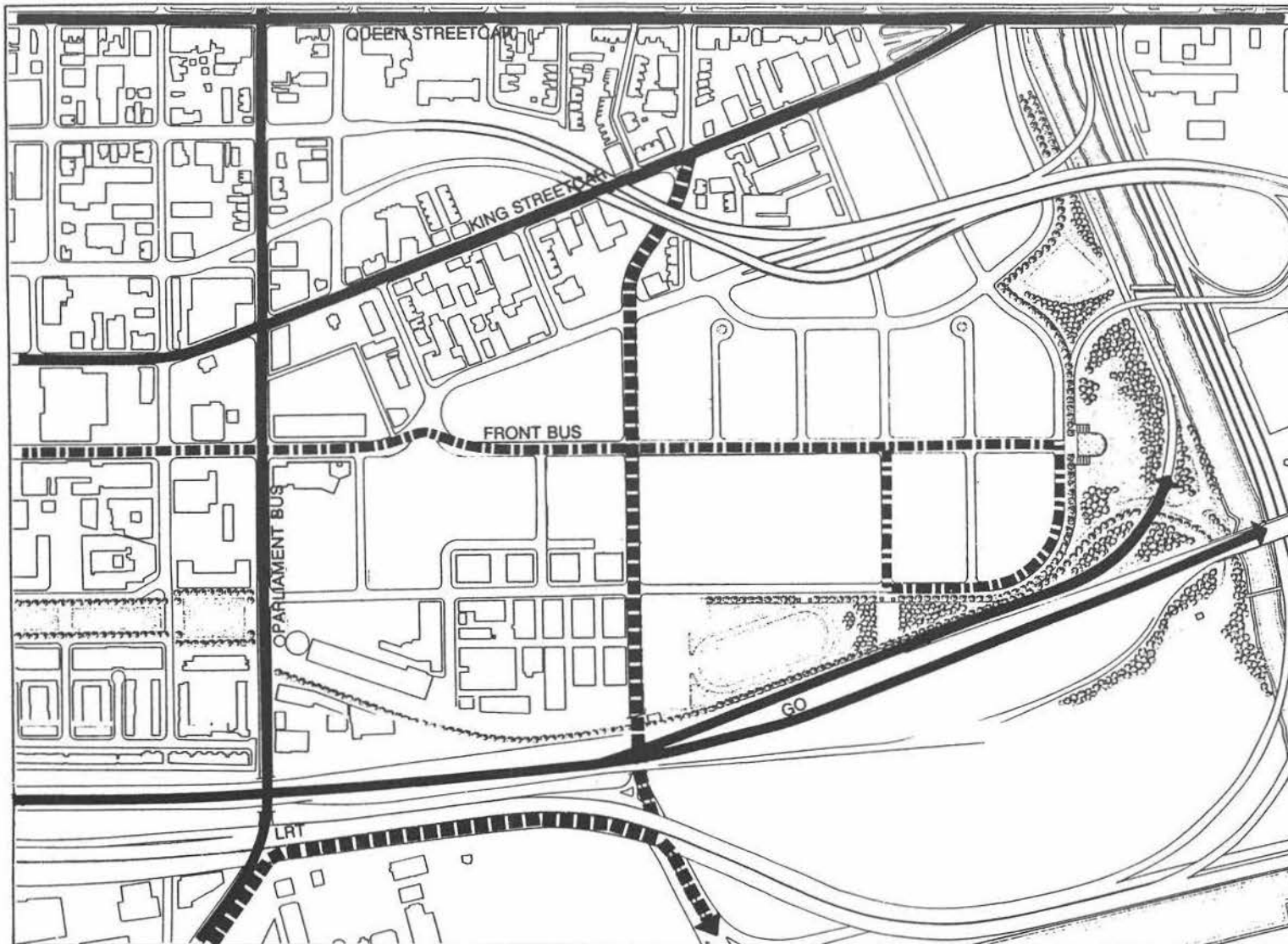
In later phases, River Street could be an important north-south pedestrian route to the King/Queen area.



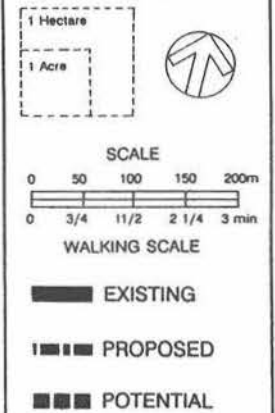
CYCLE ROUTES

FIGURE 7-3

ATARATIRI



City of
Toronto
Housing
Department



THE KIRKLAND
PARTNERSHIP
TRANSIT ROUTES

December 1990

FIGURE 7-4

8.0 LAND USE STRATEGY

8.1 Retail Uses

A retail marketing study and implementation strategy for Ataratiri is being undertaken by Malone Given Parsons. The proposed site plan attempts to accommodate the preliminary recommendations of this study. Preliminary estimates suggest that approximately 22,000 sq. m. of retail space should be accommodated on the site.

The Parliament to Cherry portion of Front Street is expected to be the best place for a retail strip, and shopping should occur on both sides of the street (See Figure 8-2). The node at Front and Cherry Street could be extended one block in each direction north and south. Convenience stores may also be required elsewhere on the site and can be accommodated in the basic building type proposed. Analysis of retail demand indicates that the anticipated population could not support continuous retail development along both sides of Front Street East from Parliament to River Street.

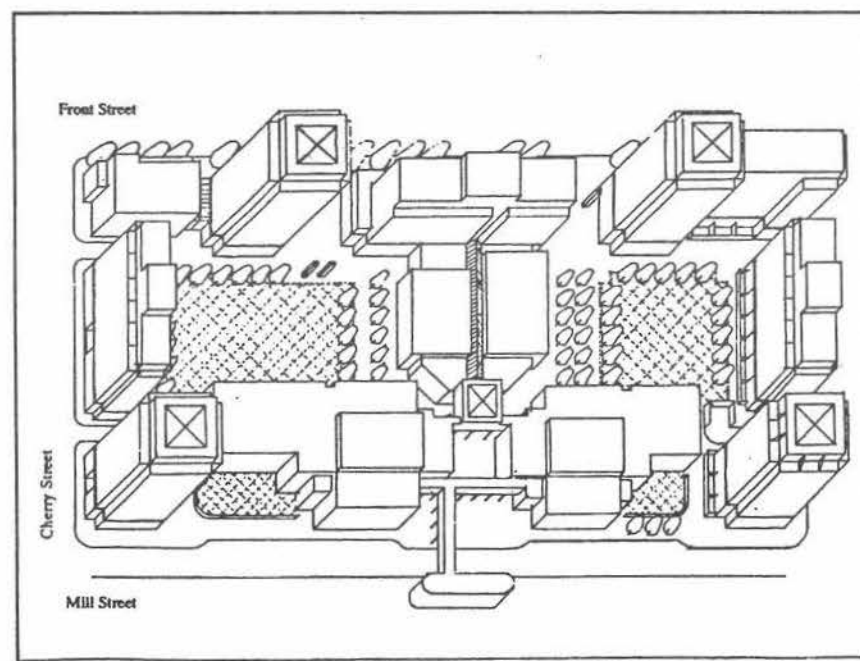
The initial phases could be served by a medium sized food store on Front Street East. Ataratiri should be able to support a larger food store when fully developed. A large food store, with its truck loading and substantial parking requirements could be located in an industrial/commercial use area adjacent to the residential areas. The Bayview/River intersection may prove to be a good location for a large food store, as it would have regional exposure and good traffic access.

8.2 Schools

The Community and Social Services study by KPMG Peat Marwick concluded that approximately 1,850 school aged children will reside in Ataratiri. However, not all these children will attend school, and not all students will attend schools on site. It is estimated that approximately 675 children will need to be accommodated in public elementary schools (K-8) on site. Approximately 350 separate elementary school pupils are expected, when Ataratiri is fully developed and occupied. Secondary school students can be accommodated at various institutions in the Central Area.

It appears that two elementary school sites will be required, depending on the size of the schools and the distribution of the students between the two school boards.

The proposed school sites are shown in Figure 8-7. The two school sites are centrally located, on sites which are the furthest distance from railways and expressways and have the lowest environmental constraints in Ataratiri. These sites also meet the Toronto Board of Education's requirements for a rectangular shape, 100m frontage, low slope and municipal services.

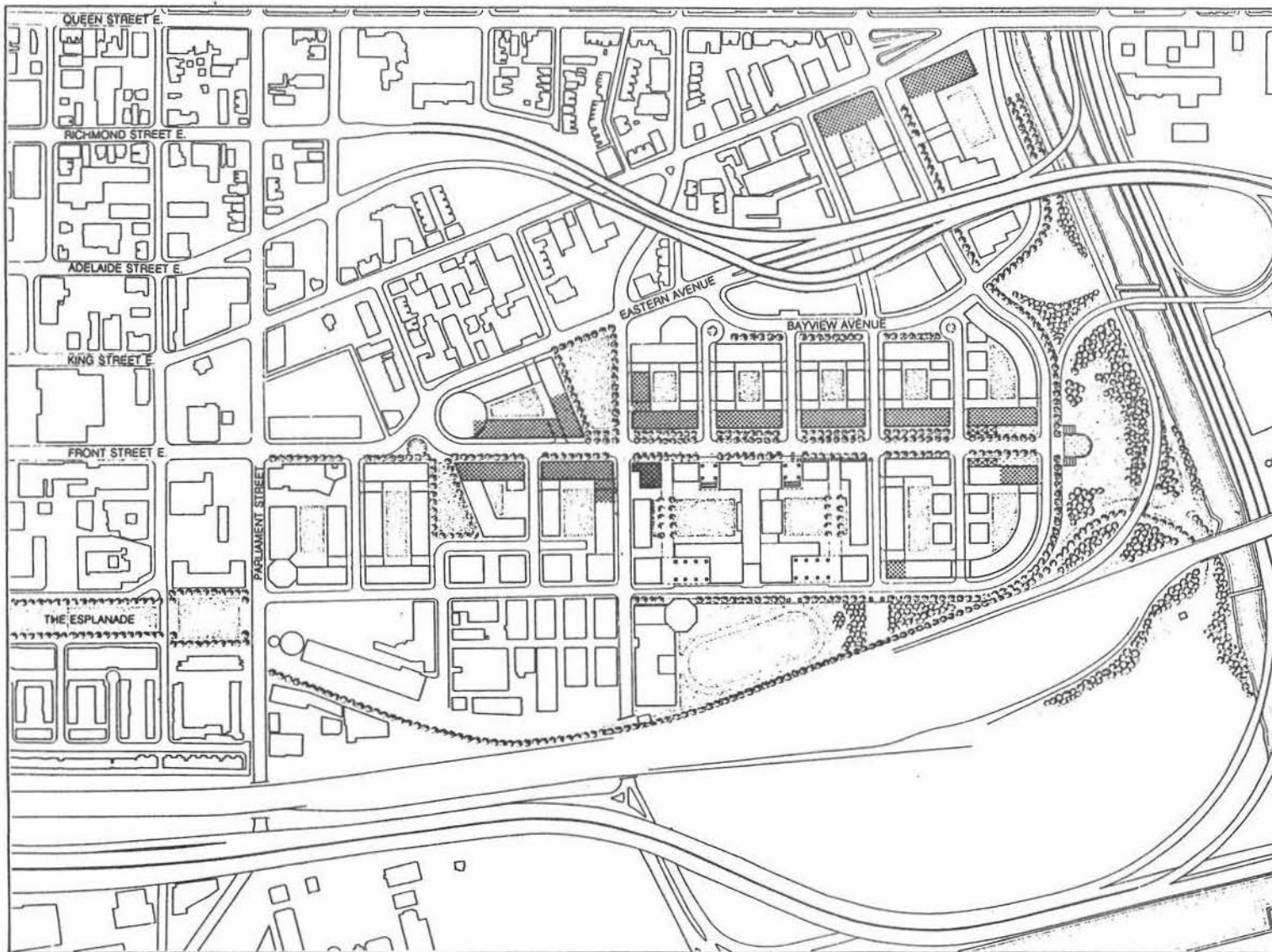


INTEGRATED SCHOOL & COMMUNITY CENTRE

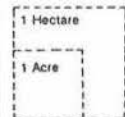
FIGURE 8-1

Source: Page and Steele

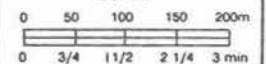
ATARATIRI



City of
Toronto
Housing
Department



SCALE



WALKING SCALE

THE KIRKLAND
PARTNERSHIP

MAIN STREET RETAIL

FIGURE 8-2

December 1990

The Ataratiri Integrated School Site Study by Page and Steele Architects examined how the two elementary schools could be combined with a community recreation centre on the three blocks between Cherry and St. Lawrence Streets. The study included extensive consultation with the two school boards and the Parks and Recreation Department. The recommended scheme (See Figure 8-5) achieves several objectives:

- develop a significant entrance to the community centre from Front Street East;
- creates a strong link between the two schools and the school functions of the community centre;
- provides a strong presence for the school and community centre on Mill Street;
- proposes a link to the play fields south of the Mill Street;
- provides room for vertical expansion of the school in the future;
- assures that there is room for portable classrooms in the future;
- provides large internal courtyards for playgrounds;
- provides view corridors from the local streets into the courtyards.

This scheme maximizes flexibility and control for the school boards and community centre by providing them with separate, stand alone buildings. Single use residential buildings form the other edges of the blocks, containing approximately 750-800 housing units.

An alternate site plan which would maximize residential units, while still retaining the layout of the schools/community centre, is shown in Figure 8-3. This configuration would result in approximately 860 housing units in the same three blocks.

A second alternative scheme (Figure 8-4) would keep the layout of the single purpose schools and community centre on two blocks, allowing one further local street connection between Front and Mill. This scheme permits better observation of the school courtyards from public streets and may encourage the community use of the open spaces in non-school hours. This alternative plan generates 825 housing units.

The design of the final site plan for these three blocks will depend upon balancing the educational, open space, housing, community service and urban design objectives for the site. It seems clear that two schools, a community centre and between 750 and 850 housing units can be accommodated.

It does not appear to be possible to meet all of the Toronto Board of Education's requirements in Ataratiri. There are no sites which are 500 metres from a railway or expressway. Secondly, three 4.5 acre school sites could require that 6 of the 10 centrally located blocks suitable for family housing be dedicated for exclusive school use. It would be difficult to accommodate the proposed housing programme under these circumstances without resorting to a significant number of high rise residential buildings in the few remaining sites.

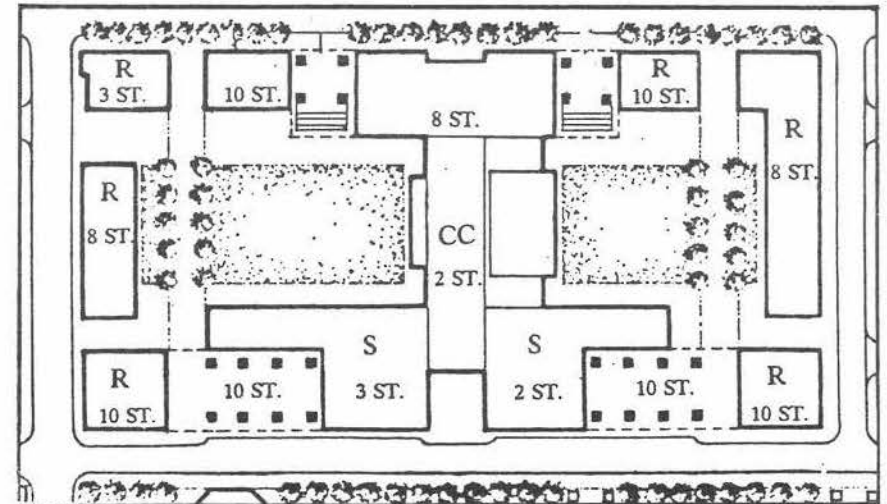
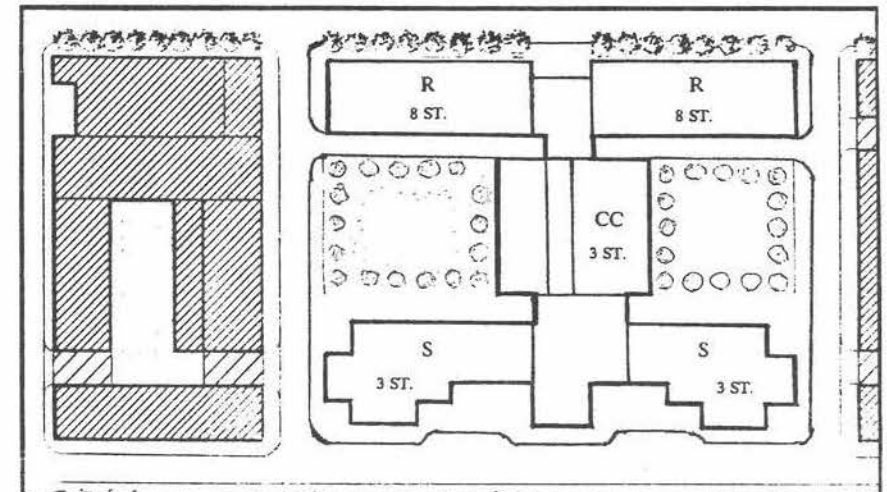
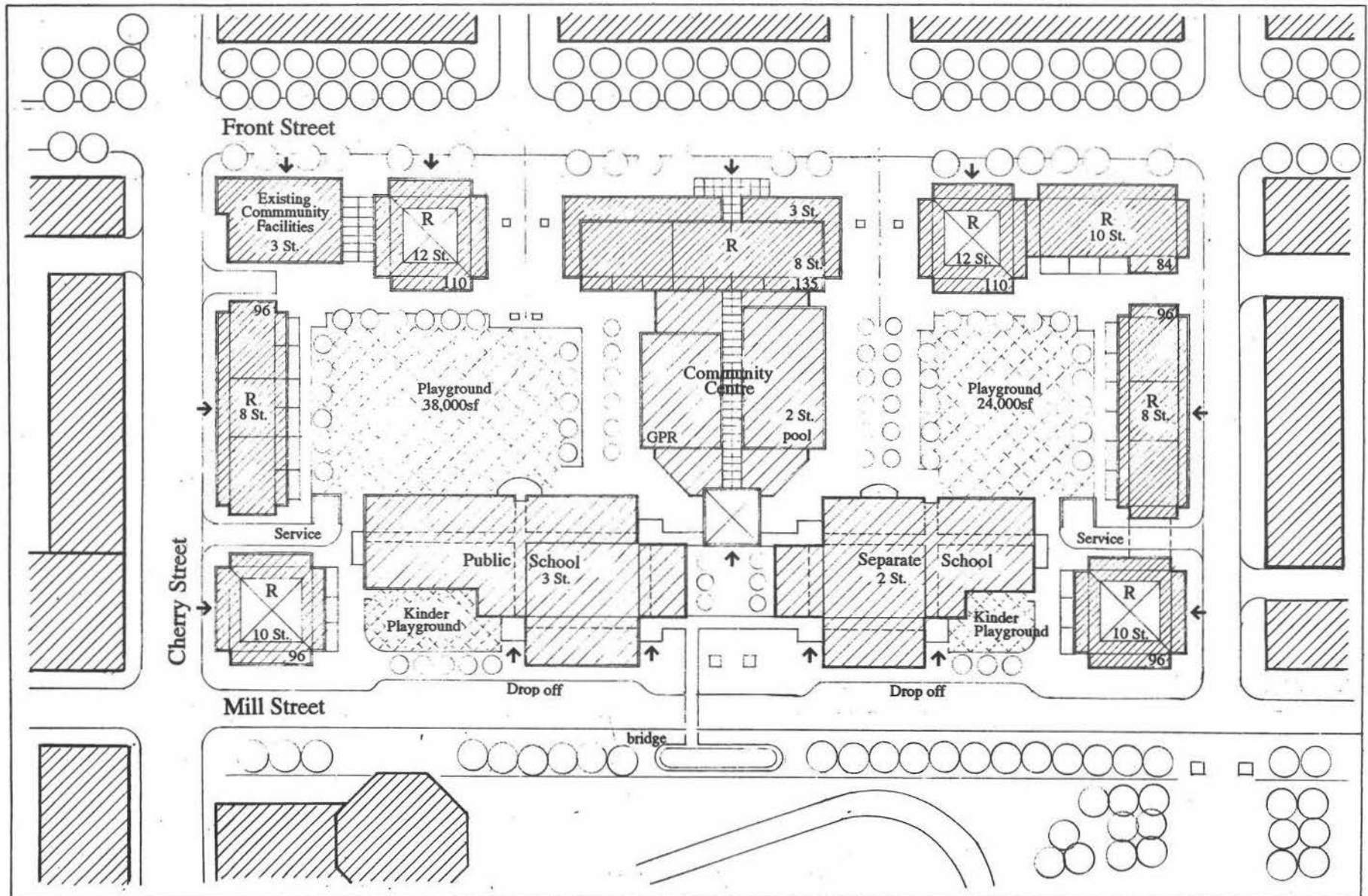


FIGURE 8-3



ALTERNATIVE SCHOOL PLANS

FIGURE 8-4



INTEGRATED SCHOOL & COMMUNITY CENTRE SITE PLAN

Source: Page and Steele

FIGURE 8-5

8.3

Community Facilities

The Community and Social Services Study recommended that an integrated approach be taken to the provision of services in Ataratiri. The following preliminary programme of community/social services has been proposed:

<u>SERVICES</u>	<u>FLOOR AREA</u>
▪ library	750 s.m. (net)
▪ community recreation centre	2,600 s.m. (net)
▪ day care centres (each)	500 s.m. (gross)
▪ community health centre	550-750 s.m. (gross)
▪ community services:	
- seniors centre	250 s.m. (gross)
- income maintenance	100 s.m. (gross)
- child welfare services	50 s.m. (gross)

We recommend that community and social services be located on or near Front Street East, the main street of Ataratiri. The former Palace Street School building at Front and Cherry Street could be renovated and expanded to contain many of the services indicated in Figure 8-6. They would have a high profile location immediately adjacent to the two central school sites and the shopping area.

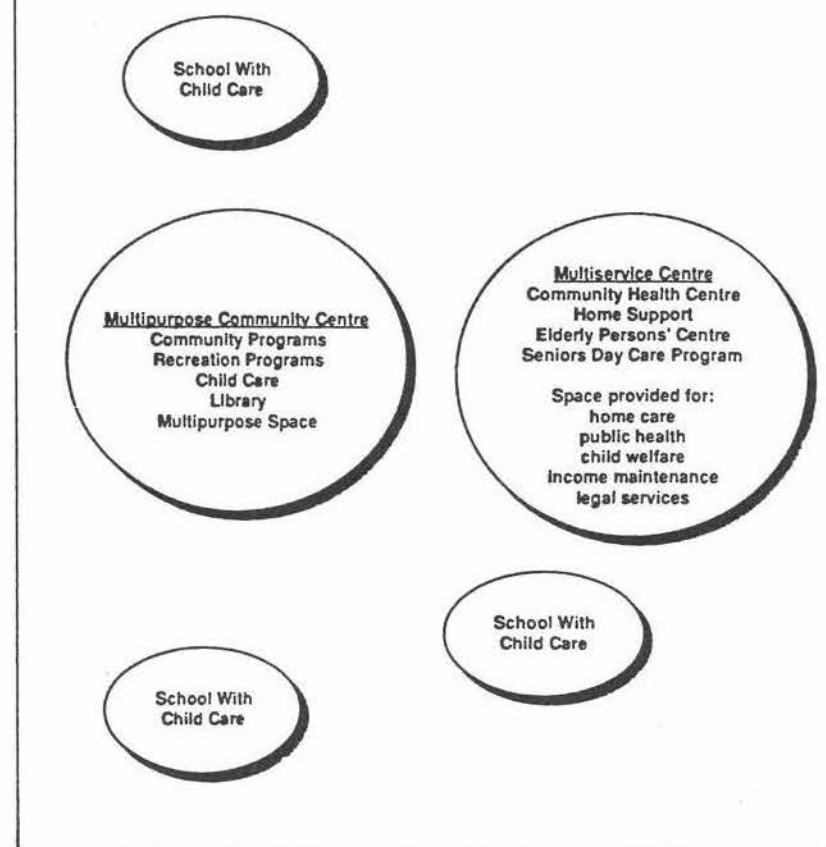
Some services could also be located in other storefront locations on Front and Cherry Streets. In addition, a centre that is designed to provide more active recreation programming could be located in relationship to the large peripheral open space areas shown in the site plan.

It is proposed by the community services consultants that day care centres be distributed across the site. The Community Services Study suggests that the community centre could serve as the neighbourhood hub for the centres. Provincial regulations require that all new schools provide group care for school aged children. The interior courtyards of the residential blocks would appear to be ideal locations for outdoor play areas associated with home-based day care centres operated by the various housing groups. For optimum sunlight conditions, the centre should be located on the north wings of the residential blocks. It is proposed that the outdoor play areas associated with the day care centres be available for community use during times when the centres are closed.

City Of Toronto, Housing Department Ataratiri: Study Of Community And Social Services

Proposed Configuration Of Programs And Services

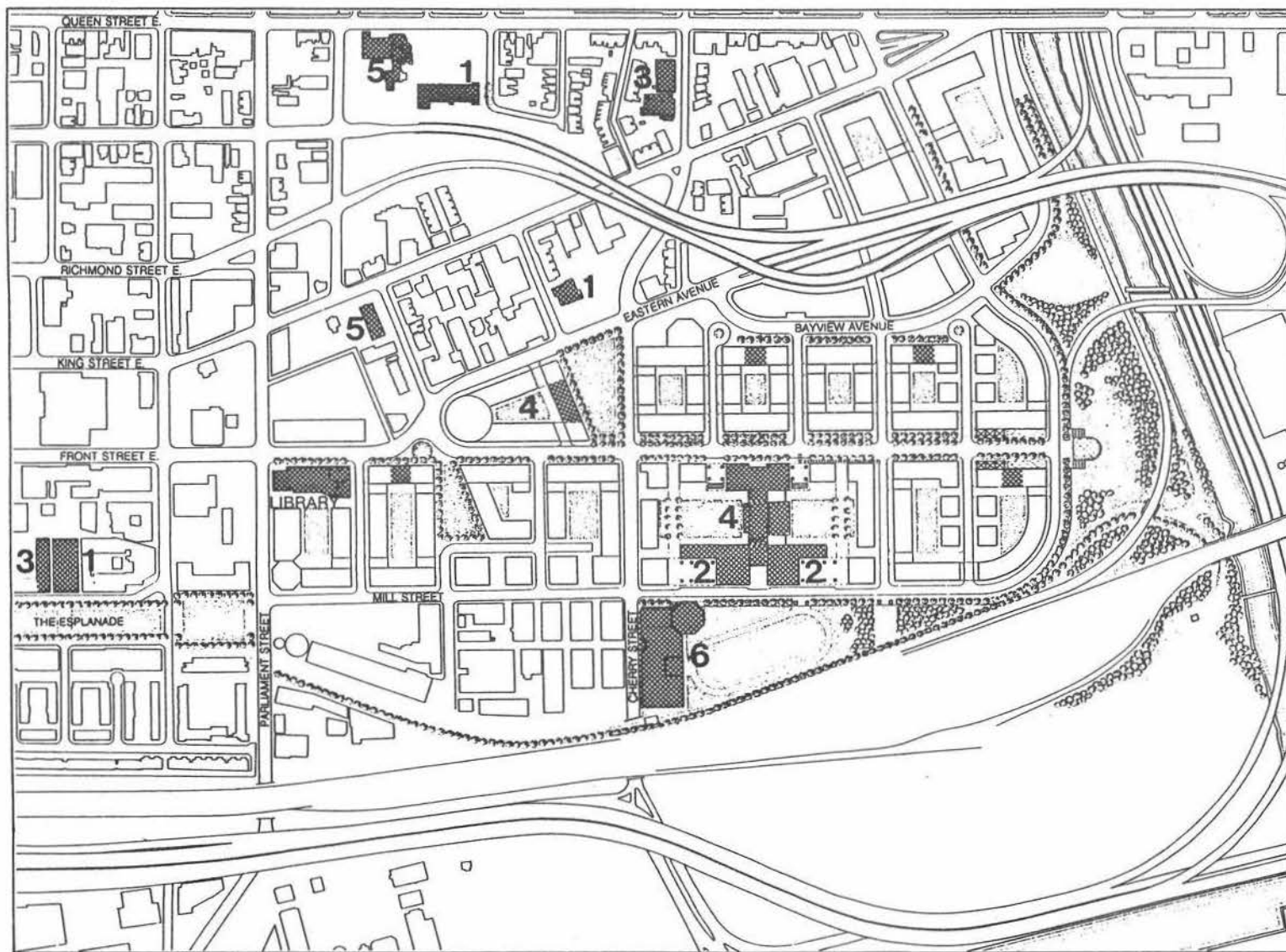
Figure 8.4



Source: KPMG

FIGURE 8-6

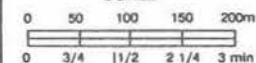
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Toronto
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Department



SCALE



WALKING SCALE

- 1 EXISTING SCHOOL
- 2 PROPOSED SCHOOL
- 3 EXISTING C.C.
- 4 PROPOSED C.C.
- 5 EXISTING CHURCHES
- 6 POTENTIAL USE

THE KIRKLAND
PARTNERSHIP

COMMUNITY
FACILITIES

December 1990

FIGURE 8-7

The Toronto Library Board has expressed concern about locating a local library in the Ataratiri community recreation centre, which could be noisy, unless it has a separate entrance and a quiet area. As an alternative, the Board may wish to consider another location on Front Street East or an addition to its current office/warehouse complex at Front and Parliament Street. While this new administrative/warehouse complex was appropriate to the former industrial character of the area, the addition of a branch library could contribute to the activity of the street.

8.4 Industrial Uses

The Ataratiri Non-Residential Uses study by Development Initiatives Inc. concluded that approximately 600,000 gross square feet of industrial/commercial space could be required to meet the target of 1,500 new jobs proposed for the site. It has been suggested that the preferred mix of employment-generating uses could include high-tech, media and information-based industries that are predisposed to a location on the downtown fringe and are compatible with neighbouring residential uses.

The proposed site plan locates industrial/commercial uses on the north and west perimeter of the site to take advantage of good access to established local facilities, the downtown and the regional transportation network (See Figure 8-5). It is anticipated that these non-residential uses could be accommodated in 4-6 storey commercial buildings. Business related traffic would be kept to the periphery of the residential core of the site. These non-residential uses would also act as a transition zone between the King-Parliament industrial area and the largely residential centre of Ataratiri.

A post secondary educational institution could be an important component in developing the form of communications-related local economy described above. An institution like a community college would make Ataratiri an important destination and contribute to the life of the neighbourhood. People working at and attending a college would increase the density of pedestrian and bicycle traffic, support transit service, enhance demand for neighbourhood retail and improve personal safety and security in the community by adding activity in the evening and mid-day.

The southeast corner of Mill and Cherry streets might prove to be a good location for a post secondary institution. The site has good access from Cherry Street, Ataratiri's main north-south road, and is immediately adjacent to the Gooderham and Worts site, which may be developed in a complementary theme. The proposed extension of the LRT line along Lakeshore Boulevard, with a combined GO/LRT "gateway" at Cherry Street, could considerably enhance access for students and faculty. Finally, the site would be well linked to commuter cycling routes along Ataratiri's southern edge.

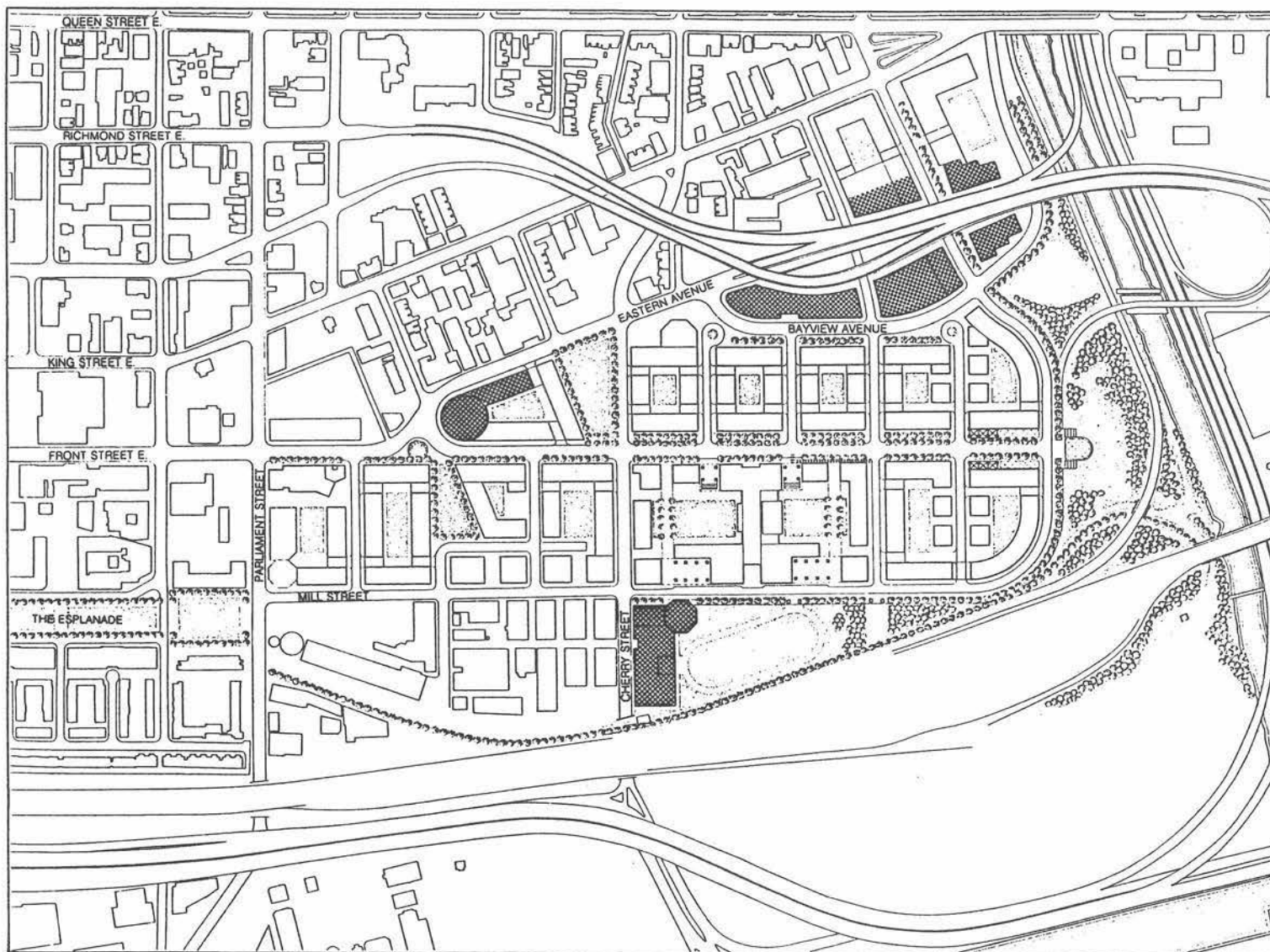


STOREFRONT COMMUNITY FACILITIES
AT CHERRY/FRONT STREETS

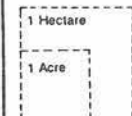
Source: Baird Sampson Urban Design

FIGURE 8-8

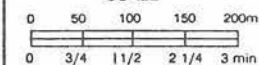
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City of
Toronto
Housing
Department



SCALE



WALKING SCALE

THE KIRKLAND
PARTNERSHIP

INDUSTRIAL USES

December 1990

FIGURE 8-9

Ground Related Housing

Residential units suitable for families with children should be encouraged wherever suitable sites can be found in Ataratiri. Approximately 850 grade-related homes with two or more bedrooms may be available in four types of unit (See Figure 8-8):

- I) back-to-back two storey maisonettes with direct access to the street or the internal courtyard;
- II) one or two storey through units, with access from a major street and private space on an internal courtyard;
- III) a two storey maisonette located on the second floor, above retail or community uses;
- IV) a second layer of two storey units on the third and fourth floors.

The potential location for these types of units is shown in Figure 8-6.

The Type I back-to-back maisonettes are proposed along the north-south local streets in Ataratiri. These two storey units typically have three bedrooms and individual entrances from local streets or the internal courtyards. A small private yard of approximately 6m x 6m would be located between the sidewalk and the front door. A porch and front stoop will be more appropriate for units of this type located on Front Street. Back to back units of this type are found in several locations in Toronto including Cityhome's 176 Esplanade project and Windmill Line Co-op in the adjacent St. Lawrence neighbourhood.

The Type II through maisonette units would be used along River/Mill Street, where private space at grade would not be permitted due to noise from the adjacent streets and railway lines. Entrances are on the noisy side and patios and terraces on the quiet side. Units may be either two storey, four bedroom types or a two bedroom unit with a terrace stacked over a one bedroom unit with a patio. The ground floors of Woodsworth Coop in the St. Lawrence neighbourhood are built in this manner.

Two storey, maisonette units could be stacked over retail or community space in the Type III units. The family units would likely have access from a common hall on the second floor, with collective stairs to grade. A pleasant private patio can be built on the roof of a colonnade along the retail frontage, as shown in the David Archer Coop or above shared facilities such as parking or common rooms, such as the 15 Scadding Avenue Cityhome building in St. Lawrence.

Finally, additional family type units could be created by stacking a second layer of maisonettes at the third floor of the 5-6 storey buildings proposed for the local streets. While these units would have collective stairs from a common corridor, an elevator stop would likely also be required.

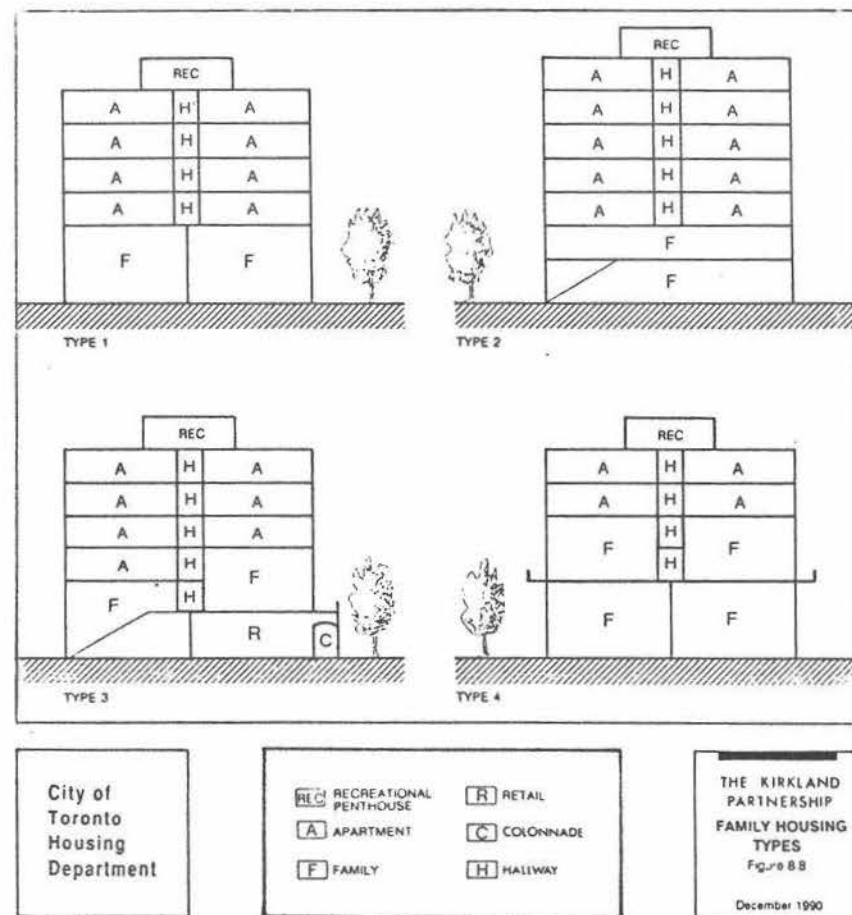
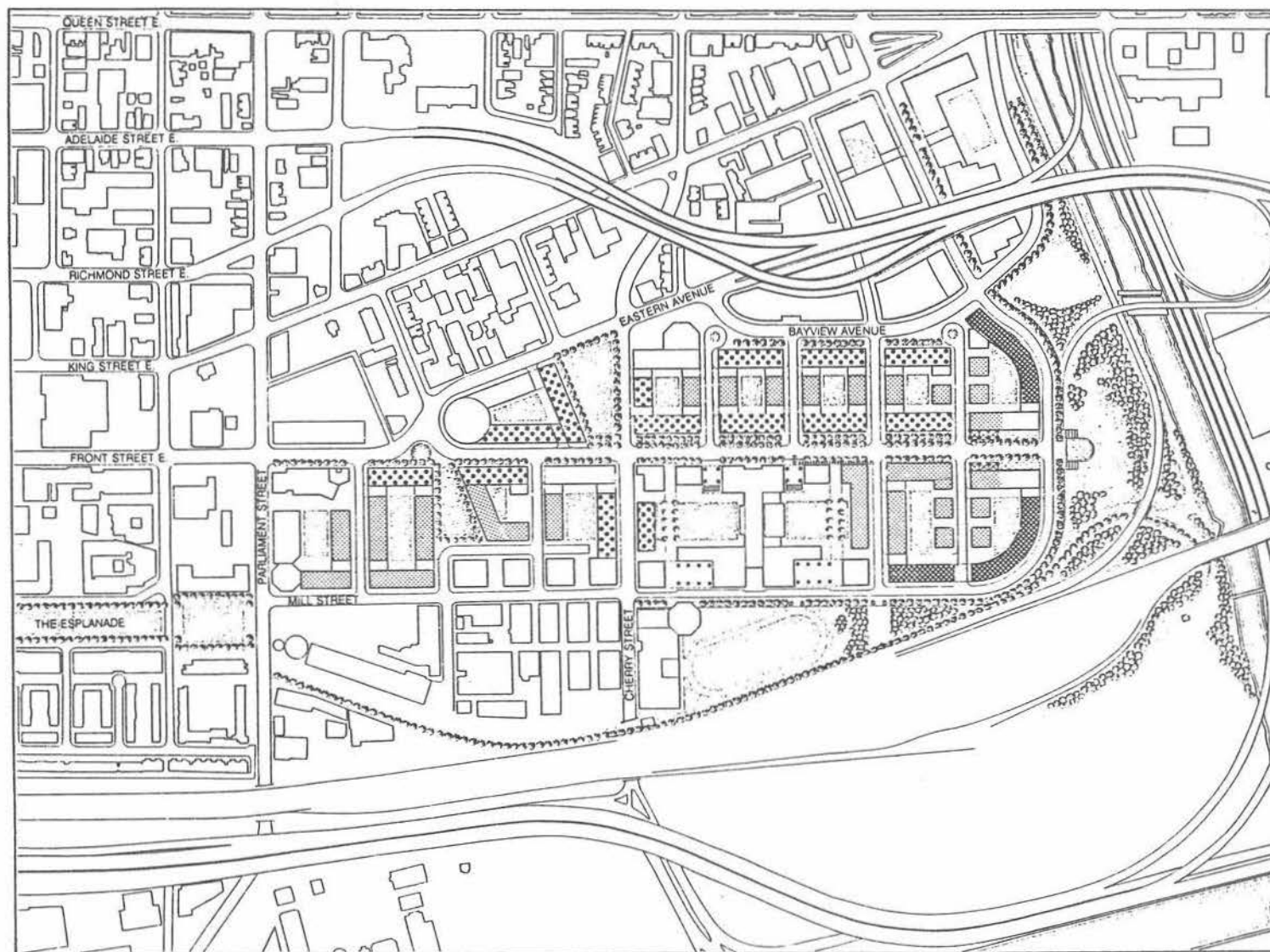
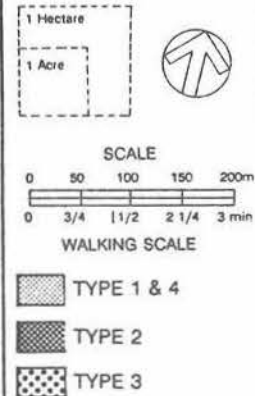


FIGURE 8-10

ATARATIRI



City of
Toronto
Housing
Department



THE KIRKLAND
PARTNERSHIP
GROUND RELATED
HOUSING

Figure 8.6

December 1990

FIGURE 8-11

Requirements for common space, elevator lobbies, service loading, parking entrances, etc. take up a substantial proportion of frontage on the street, especially if a fine grain of small buildings is desired. A policy to encourage grade related housing must be vigorously enforced at the design and implementation stage if a significant supply of family housing is to be realized in Ataratiri.

8.6 Medium Rise Apartments

Medium rise apartments (6-10 floors) will be found in almost every block in Ataratiri. Many examples of medium rise apartments are found in new neighbourhoods such as St. Lawrence and Bathurst Quay.

Apartment dwellers could have private recreation space such as balconies or sunrooms and would also share the semi-private central courtyards of the housing blocks (See Figure 8-12). To accommodate as much family housing as possible at grade, it is proposed that indoor shared recreation space such as common rooms be permitted on the rooftops.

8.7 High Rise Apartments

High rise apartments have been successful as luxury condominiums and some singles and seniors buildings in Toronto, especially when good views are available. In Ataratiri, we recommend that high rise buildings be located on sites which could be appropriate for urban design and site planning reasons.

We propose that buildings of 12-15 floors be permitted in five locations adjacent to local open spaces. We have also located one building of approximately 20 storeys and a pair of buildings in the height range of 30 storeys at the north east corner of the site, near Bayview Avenue. These sites will enjoy spectacular views in three directions, and are well located for urban transit and road access. The urban design rationale for these towers is discussed in Section 9.3.



MEDIUM RISE HOUSING - ST. LAWRENCE
Source: City Housing Department

FIGURE 8-13

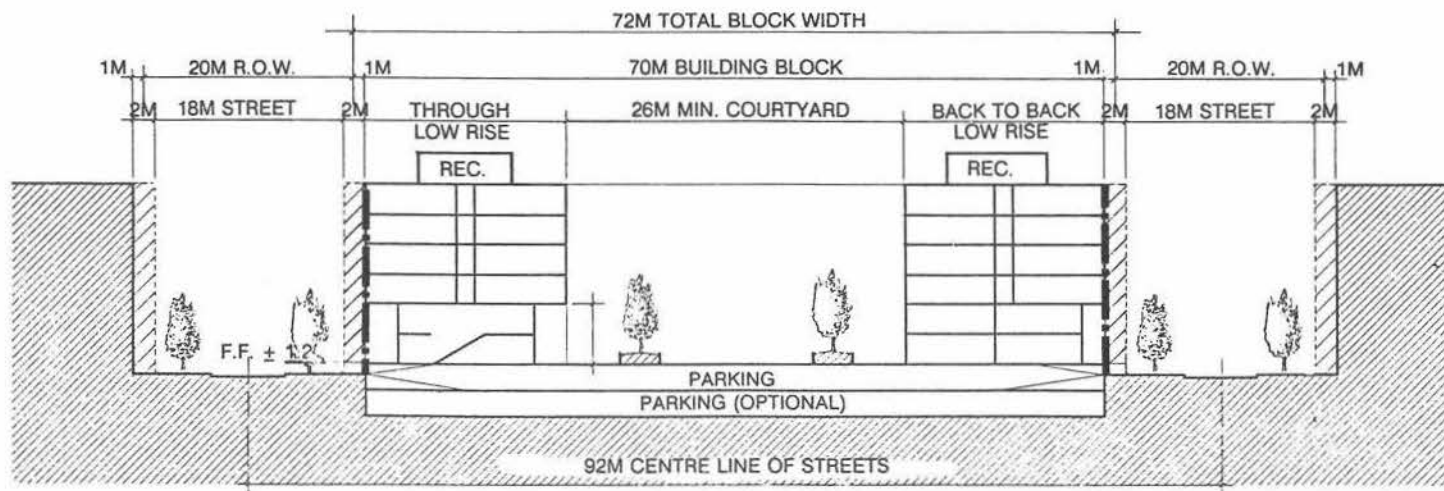


MEDIUM RISE HOUSING - BATHURST QUAY
Source: Harbourfront Corporation

FIGURE 8-14

ATARATIRI

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Housing
Department



REC RECREATIONAL
PENTHOUSE

DISCRETIONARY
BUILDING ZONE

PROJECTION BAYS
STAIRS, PORCHES ETC.
(MAX. 50% FRONTAGE)

BUILD TO PLANE

THE KIRKLAND
PARTNERSHIP

RESIDENTIAL BLOCK
CROSS SECTION

December 1990

FIGURE 8-12

9. MASSING AND DENSITY

9.1 Land Use and Net Density

The building programme required for the Ataratiri site includes approximately 7,300 housing units and the supporting community facilities, parks and streets. This programme necessitates densities that are somewhat higher than most Toronto neighbourhoods. Approximately 31% of the site (10 ha) is required for public streets, based upon the street and block plan, and 20% of the site (6.3 ha or 16 Ac) is being provided for public parks in the open space plan. Only half the site is available for building blocks (See Table 9-1).

Table 9-1

ATARATIRI LAND USE SUMMARY

Land Use

Building Parcels	16.1 ha. 39.7 ac.	(49%)
Parks	6.3 ha. 15.7 ac.	(20%)
Streets	10.1 ha. 24.9 ac.	(31%)
<hr/>		
Total Area	32.5 ha. 80.3 ac.	(100%)

A building programme of approximately 7,300 units, and supporting retail, commercial/industrial and institutional uses is likely to require between 750,000 and 790,000 square metres of gross floor area. Thus, average net densities on a typical building block will be between 4.7 and 4.9 times coverage. This level of density compares with a net density of approximately 3.5 x coverage in the first two phases of the St. Lawrence Neighbourhood. However, Ataratiri should be less intensively developed than the proposed Bathurst-Spadina Neighbourhood in the Railway Lands, which has an average net density of 5.2 times coverage.

9.2 General Massing

The general massing approach concentrates additional bulk at peripheral locations where a buffering function can be performed and where the impact on smaller scale buildings is minimized. There are servicing and access advantages to locating more intense development near existing arterials such as Bayview Avenue and King Street. At key locations, taller structures can also serve as important "gateways" or landmarks in a City-wide context or serve to reinforce the presence of a local open space.

Buildings of 8 floors are proposed for Bayview Avenue, Front and Cherry Streets to reinforce the importance of the wider roads which are Ataratiri's main north-south and east-west streets (See Figure 9-2). The periphery of the site is proposed to be defined by a strong edge of 8-10 storey buildings, which will take advantage of the views to the south and east and shield the interior of the site from noise, dust, etc. from the adjacent railways and roads.

9.3 The Typical Block

The Building and Block Study demonstrates that it should be possible to develop residential blocks at the target density which contain buildings of a reasonably comfortable scale and form. A typical local street (Figure 9-1) could have building heights of 5-6 floors, with family housing at grade. Taller buildings should be kept to the ends of the blocks and generally should not exceed 8-10 floors.

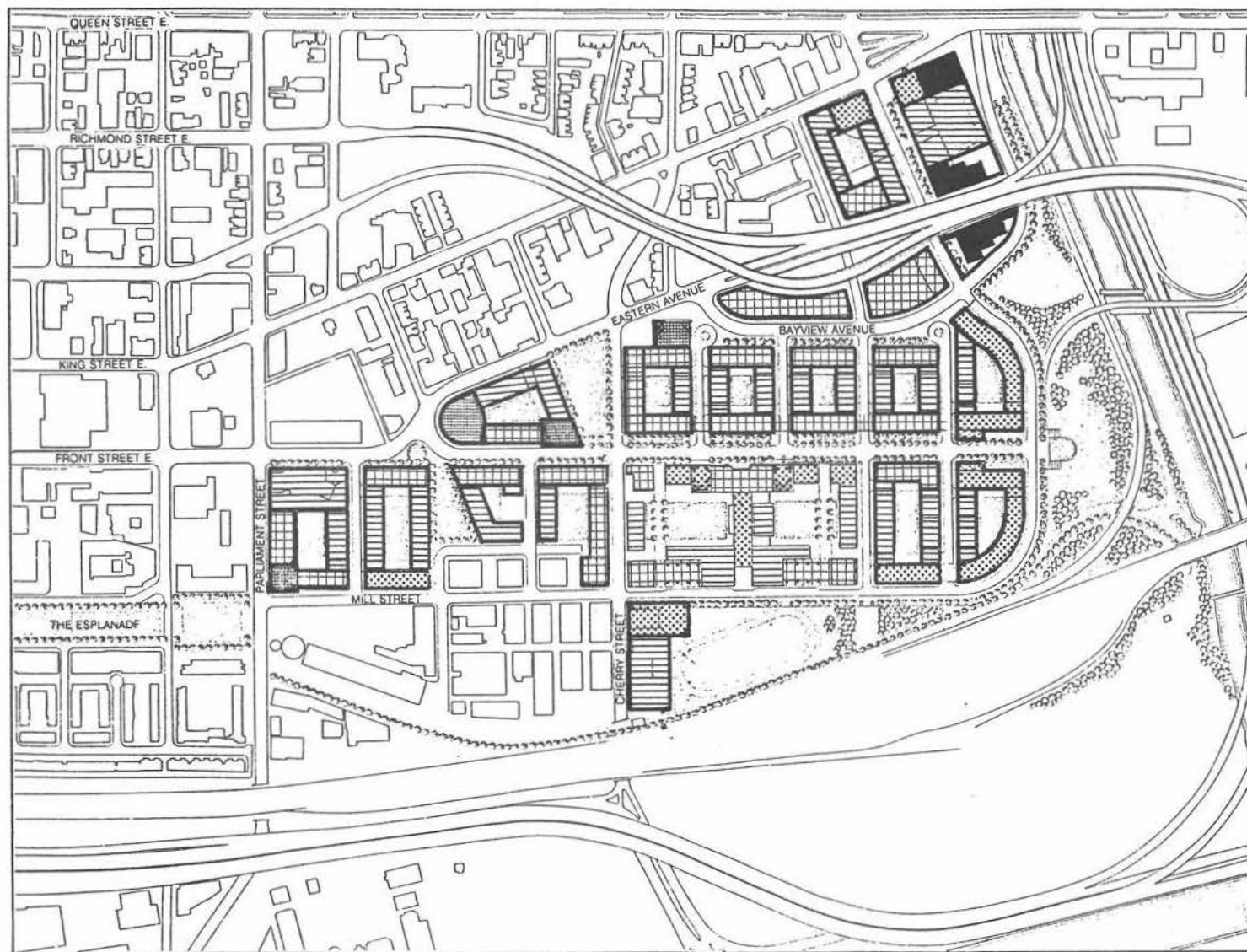
Medium rise perimeter block housing is efficient and has produced some desirable residential environments in Toronto, such as Market Square on Front Street, the Hydro Block and Lambert Court. The typical block south of Front Street might contain approximately 350 units in six connected buildings. The longer blocks south of Front might each accommodate 450 units in eight buildings.



TYPICAL LOCAL STREET MASSING
Source: Spaziani & Fong

FIGURE 9-1

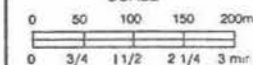
ATARATIRI



City of
Toronto
Housing
Department



SCALE



WALKING SCALE

- 20+ FLOORS
- ▨ 12-15 FLOORS
- ▩ 10 FLOORS
- ▧ 8 FLOORS
- ▦ 3-6 FLOORS

MASSING PLAN

THE KIRKLAND
PARTNERSHIP

MASSING

December 1990

FIGURE 9-2

9.4 Neighbourhood Foci

Consistent with NAC's Goals and Objectives, Ataratiri will likely be a cluster of neighbourhoods rather than a single monolithic community. We propose that the built form in the site plan focus on a series of neighbourhood scale open spaces (See Figure 10-3):

- Cherry Square
- Trinity Common
- Front Street Promenade
- Mill Park
- Don River Park
- King/Queen/Bayview River's Edge

Building heights can be increased at key locations to reinforce the role of these neighbourhood foci, and provide variety in the built form of the community. For example, a 12-15 storey point tower in the north west corner of Cherry and Front Streets would reinforce the role of the Cherry Square.

9.5 Special Conditions

The block north of Bayview/Eastern Avenue can support higher densities due to its relative isolation from the rest of Ataratiri, the fact that it is bounded by major roads on three sides and the mixed use nature of the surrounding area. Taller buildings in this area could have spectacular views up the Don River, back to City Centre and to the waterfront, while not blocking the view of significant concentrations of existing residents. Similarly, shadows from buildings in this location would largely fall in the transportation corridors and mixed industrial/commercial area.

Two landmark buildings providing a gateway function to the City core can be strategically located at the east edge of the site at Bayview/Eastern. A pair of similar buildings at this location would frame the Richmond/Adelaide entrance to the central core, which is used by thousands of commuters daily. Buildings of 30 storeys in a tower (rather than slab) form would be appropriate in this high profile location, and it is recommended that they be developed as a pair by a single developer. Special attention would be required to meet the noise control requirements in this site; non-residential uses will likely be required for the first 3-4 floors.

Similarly, a smaller, perhaps 20 floor, building at the King/Queen/Bayview intersection would serve as a gateway to the downtown for these important city streets and transit routes. Other important locations where a 12-15 storey building might serve as a visual reference point in terms of a gateway to Ataratiri might be Parliament/Mill, Front/Eastern, and Bayview Avenue and Eastern Avenue.

9.6 Land Use and Density Summary

Distribution of the building programme according to the massing principles discussed above results in a total development of approximately 770,000 m² gross floor area (8.3 million square feet GFA), as shown in Table 9-2 below. Overall gross site density would be approximately 2.4 times coverage and overall net density would be approximately 4.8 times coverage.

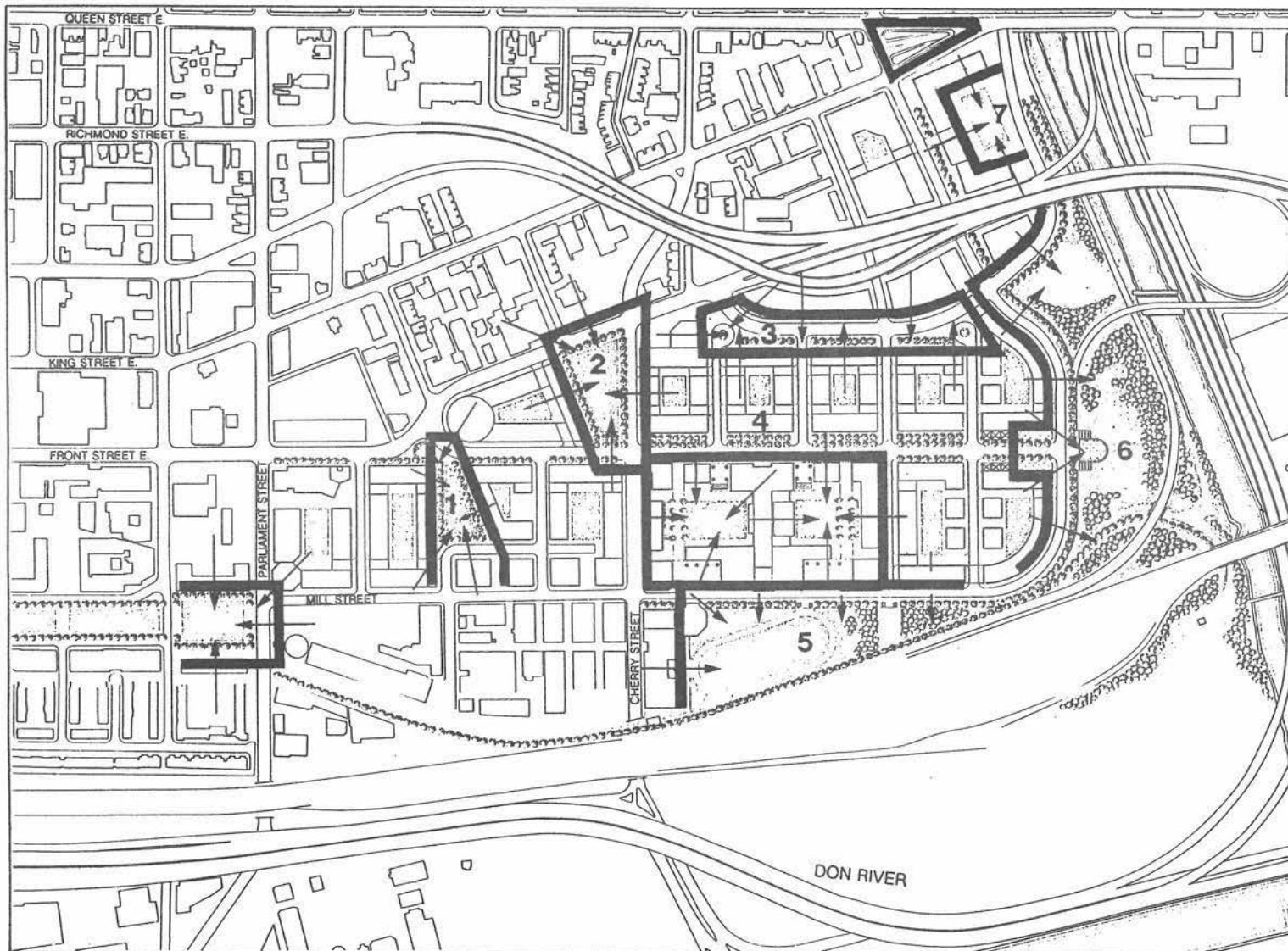
A detailed building programme for each block is shown in Appendix B. Most individual blocks range in net density from 4.5 to 5.5 times coverage with four blocks below 4 times coverage and only two blocks above 6 times coverage.

Table 9-2

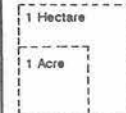
ATARATIRI BUILDING PROGRAMME

	Maximum Residential Scenario (7300 units)	Maximum Non-Residential Scenario (6400 units)
Residential	655,500 m ² (84%)	576,500 m ² (76%)
Retail	19,500 m ² (2%)	21,000 m ² (3%)
Commercial/Industrial	62,500 m ² (8%)	136,500 m ² (18%)
Institutional	44,500 m ² (6%)	22,000 m ² (3%)
Total GFA	782,000 m² (100%)	756,000 m² (100%)
Site Area	32.5 ha.	32.5 ha.
Gross Density	2.4 x Coverage	2.3 x Coverage
Net Density	4.9 x Coverage	4.7 x Coverage

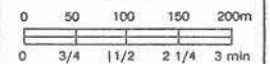
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City of
Toronto
Housing
Department



SCALE



WALKING SCALE

1. TRINITY COMMON
2. CHERRY SQUARE
3. BAYVIEW
4. PROMENADE
5. MILL PARK
6. DON RIVER PARK
7. RIVER VIEW

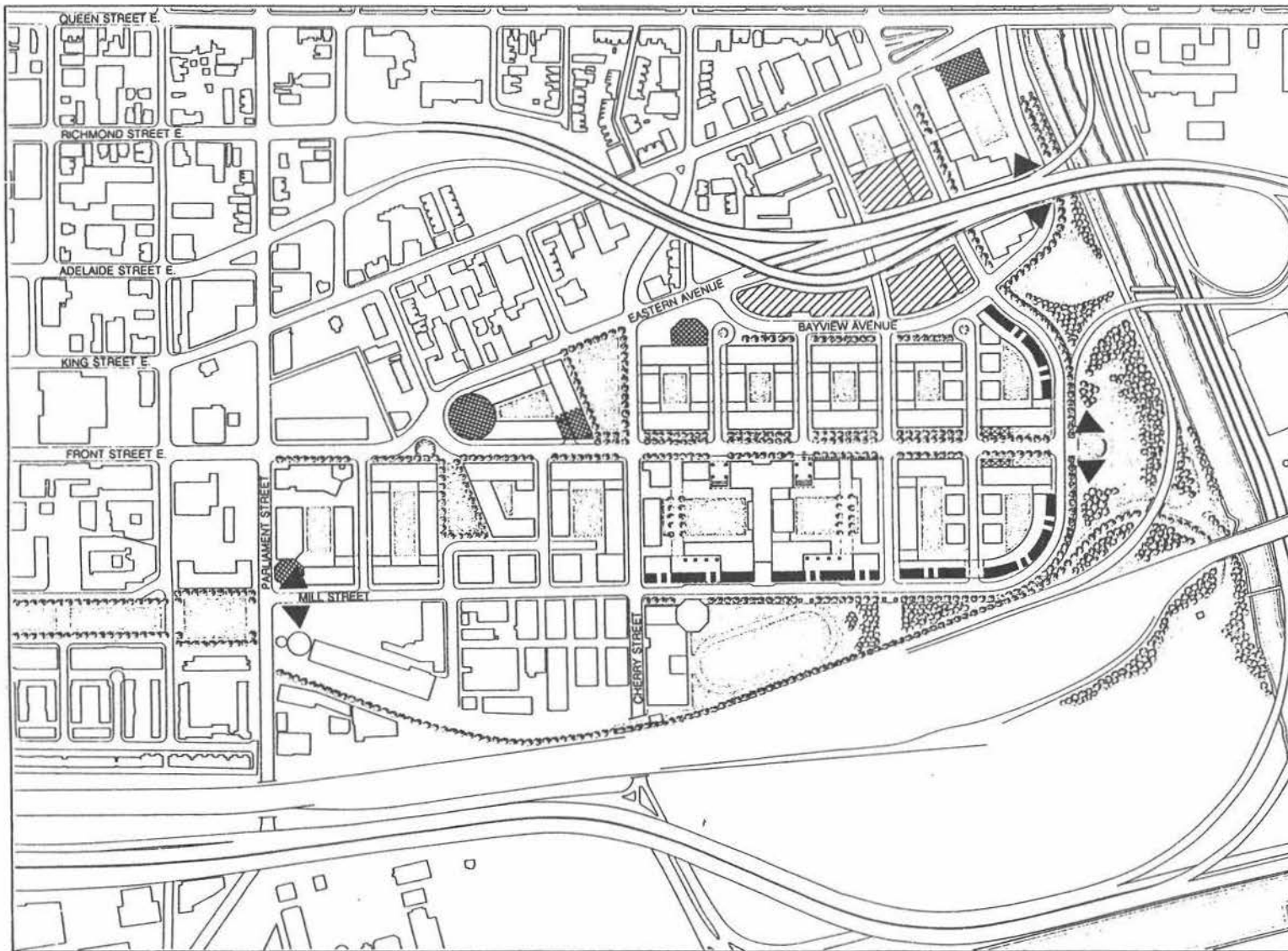
THE KIRKLAND
PARTNERSHIP

NEIGHBOURHOOD
FOCUS PLAN

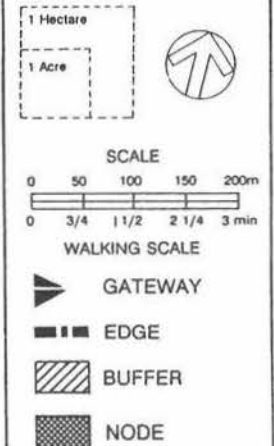
December 1990

FIGURE 9-3

ATARATIRI



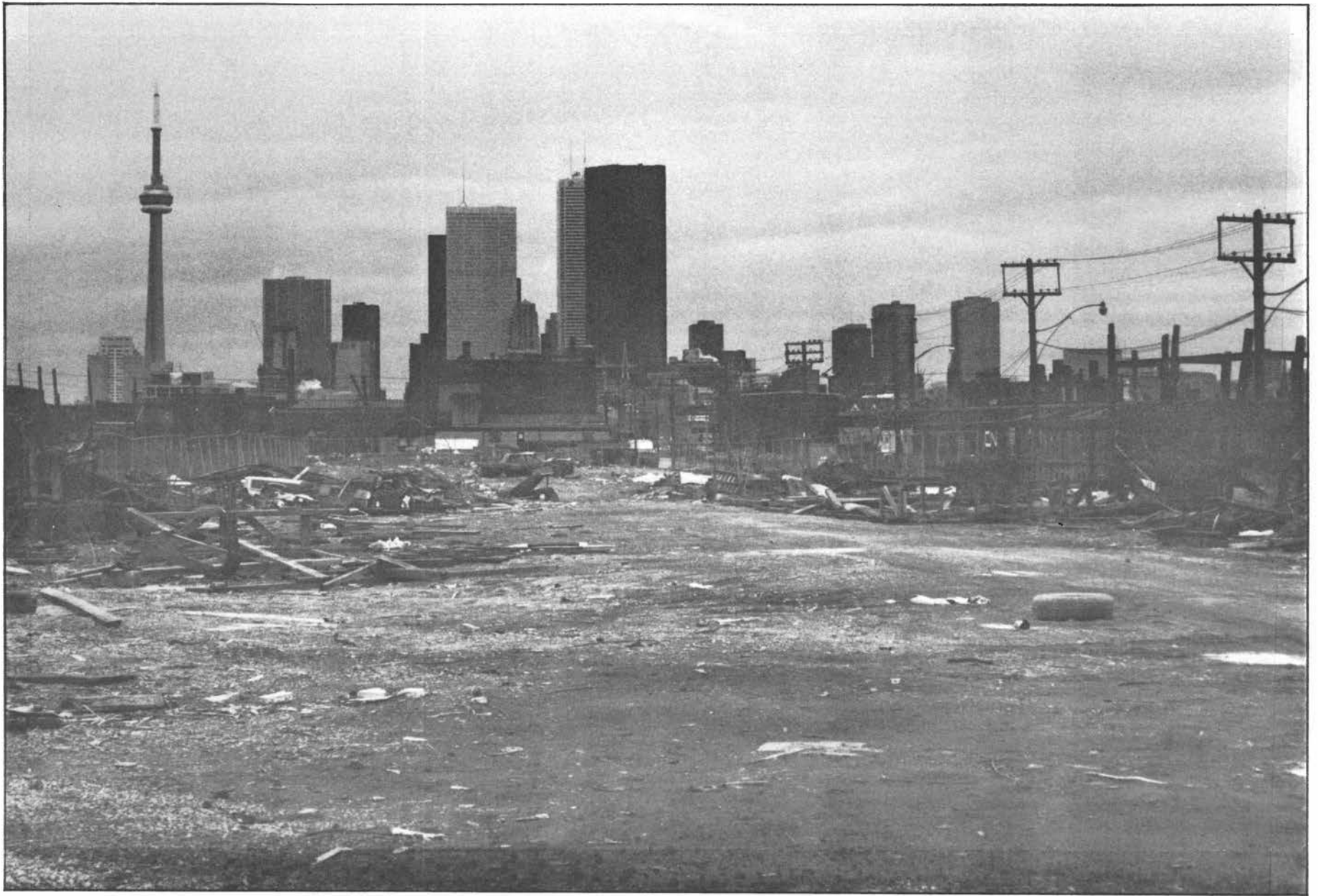
City of
Toronto
Housing
Department



THE KIRKLAND
PARTNERSHIP
SPECIAL
CONDITIONS

December 1990

FIGURE 9-4



EXISTING SITE CONDITIONS, 1988
Source: City of Toronto Housing Department

FIGURE 9-5

10. URBAN DESIGN GUIDELINES

We recommend that design guidelines for Ataratiri operate at a variety of scales. Block guidelines should control the built form of individual buildings within a block. Area-wide height limits and street cross sections should control the volume of the "outdoor rooms" which make up the neighbourhood open spaces. View corridors and focal points should preserve important vistas, encourage the development of recognizable nodes and aid in orientation within the site.

10.1 Typical Block Guidelines

We recommend that the built form of individual buildings within the blocks be controlled by site wide height limits, build-to planes and street and block section controls. Building heights in local streets should not exceed the street width in order to permit adequate sky exposure and sunlight in these north-south spaces unless there are breaks in the street wall (See Figure 10-1). A two metre discretionary building zone is proposed to permit projecting bay windows, porches, terraces and stoops for up to 50% of the frontage.

The interior courtyard should be wider to permit greater sky exposure for this important shared outdoor space. The design guideline is a 1:1.65 height to width ratio (the "Golden Section"). The minimum courtyard width should be 26m (85 feet) for a six storey building. In the block north of Front Street, this guideline generates courtyards of at least 0.33 acres; larger courtyards can be found in the larger blocks south of Front Street.

Where housing is located at grade, it is proposed that the first floor level be set at 1.0m above street grade to provide privacy.

Other typical block guidelines include:

- location and design of vehicular and pedestrian access
- landscaped areas and private yards
- parking and loading access

The typical locations of these facilities are shown in Figure 5-6.

10.2 Street Guidelines

The width of streets in Ataratiri will vary according to their function and orientation. In general, east-west streets such as Front and Bayview/Eastern should have a wider right of way to permit adequate sky exposure and sunlight access. The height of buildings will generally vary with the street width, but the normal building height should not exceed the street width (1:1 street control ratio or 60° sky exposure plane from centreline).

The proposed street cross sections are listed in Table 10-1. They are reinforced by the proposed Build-to Planes in Figure 10-4.

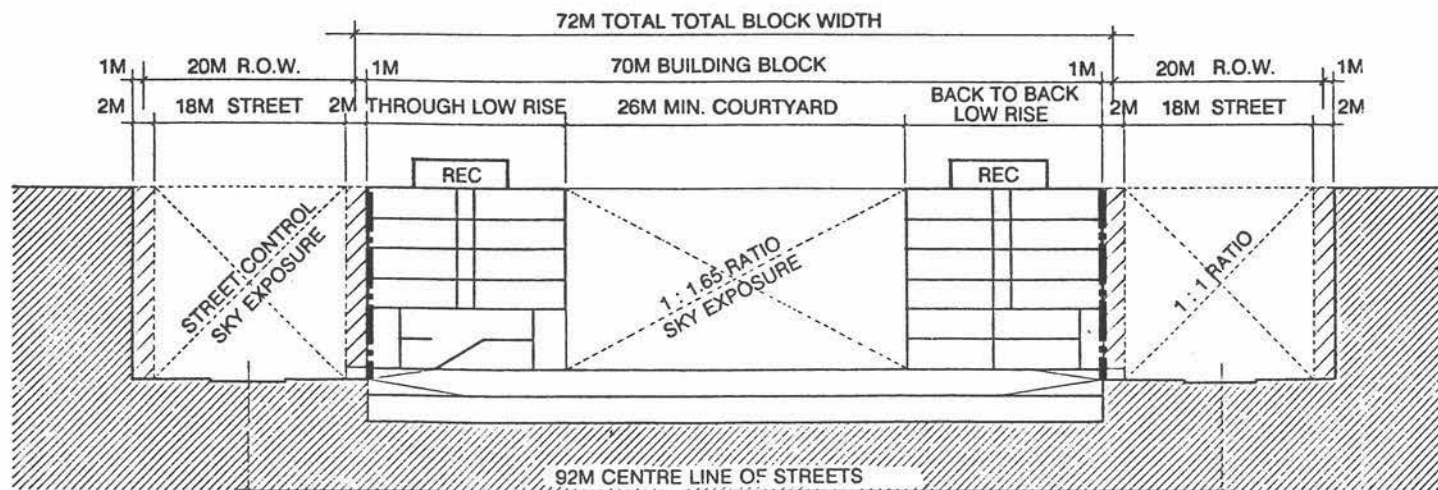
Table 10-1

TYPICAL STREET SECTIONS

<u>Street</u>	<u>Right of Way (m)</u>	<u>Building Height (m)</u>	<u>Street Control Ratio</u>
Front - Residential	36 m	23 m	1.5 : 1
Front - Retail	29 m	23 m	1.25 : 1
Mill/River	27.5 m	27 m (one side only)	1 : 1
Cherry	27 m	23 m	
Eastern/Bayview	30 m	23 m	1.3 : 1

ATARATIRI

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DISCRETIONARY
BUILDING ZONE

PROJECTION BAYS
STAIRS, PORCHES ETC.
(MAX. 50% FRONTAGE)

BUILD TO PLANE

THE KIRKLAND
PARTNERSHIP

TYPICAL BLOCK
SECTION GUIDELINES

AUGUST 1990

FIGURE 10-1

10.3 Building Heights

Building heights should be controlled through the zoning bylaw for Ataratiri. A recommended height plan is shown in Figure 10-2. In order to encourage rooftop recreational use and landscaping, the City may wish to consider permitting shared recreation rooms above the height limit, provided that they are set back so that they are not visible from the street.

10.4 View Corridors and Focal Points

The long range views of the downtown along Front and Mill Streets are special, and should be preserved by prescribed view corridors (See Figure 10-3). Shorter range axial views are also possible along Bayview/Eastern and Cherry Streets (See Figure 10-4).

New views will be created by the development of Ataratiri. Demolition of the Front Street warehouses will open a view between the old Palace Street School at 409 Front Street East and the historic Sackville Street School. This view can be enhanced by the arrangement of buildings around the Cherry Square.

Similarly, a new view down Trinity Street will focus on the Gooderham and Worts Rack Warehouse at Trinity and Mill streets. The proposed Trinity Common should enhance this view.

Several buildings in Ataratiri should be carefully designed as focal points because important internal and external views are terminated (See Figure 10-4). The "build-to" planes in Figure 10-5 reinforce the importance of some of these points.

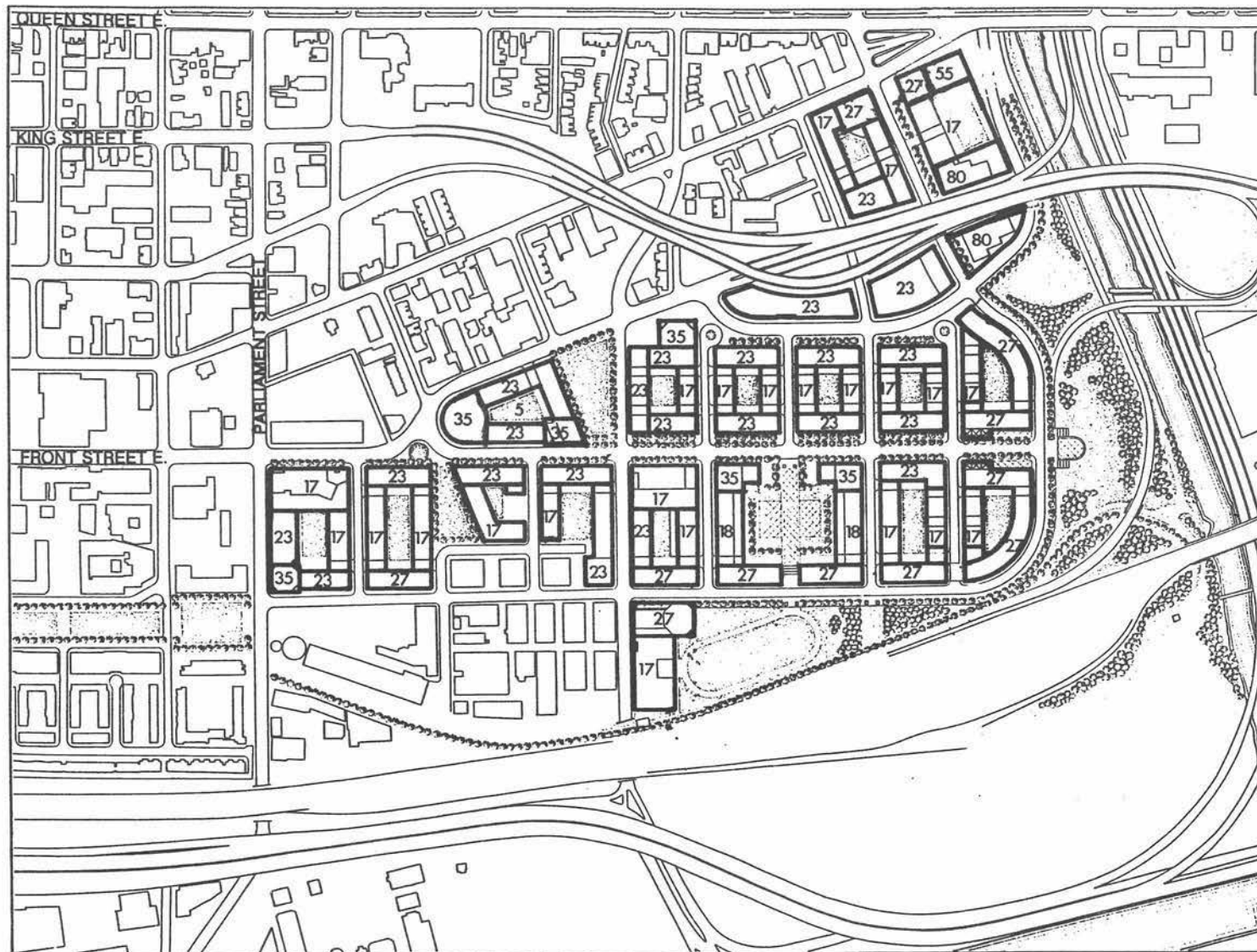
Finally, certain parts of Ataratiri will be the object of significant vistas from external viewpoints. The buildings along the curving frontage of Mill/River Street will be a striking image and edge to Ataratiri when seen from passing trains and the Don Valley/Gardiner sweep. These buildings should be guided by build-to lines, height limits and horizontal expression lines to ensure that the entire sweep stands as a coherent composition containing several individual buildings. The Don River Park will present a new vista to the adjacent bicycle trail and roads on the opposite side of the river.



VIEW DOWN FRONT STREET
Source: City of Toronto Archives

FIGURE 10-3

ATARATIRI

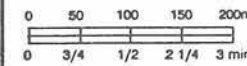


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1 Hectare
1 Acre



SCALE



WALKING SCALE

BUILDING HEIGHTS (m)

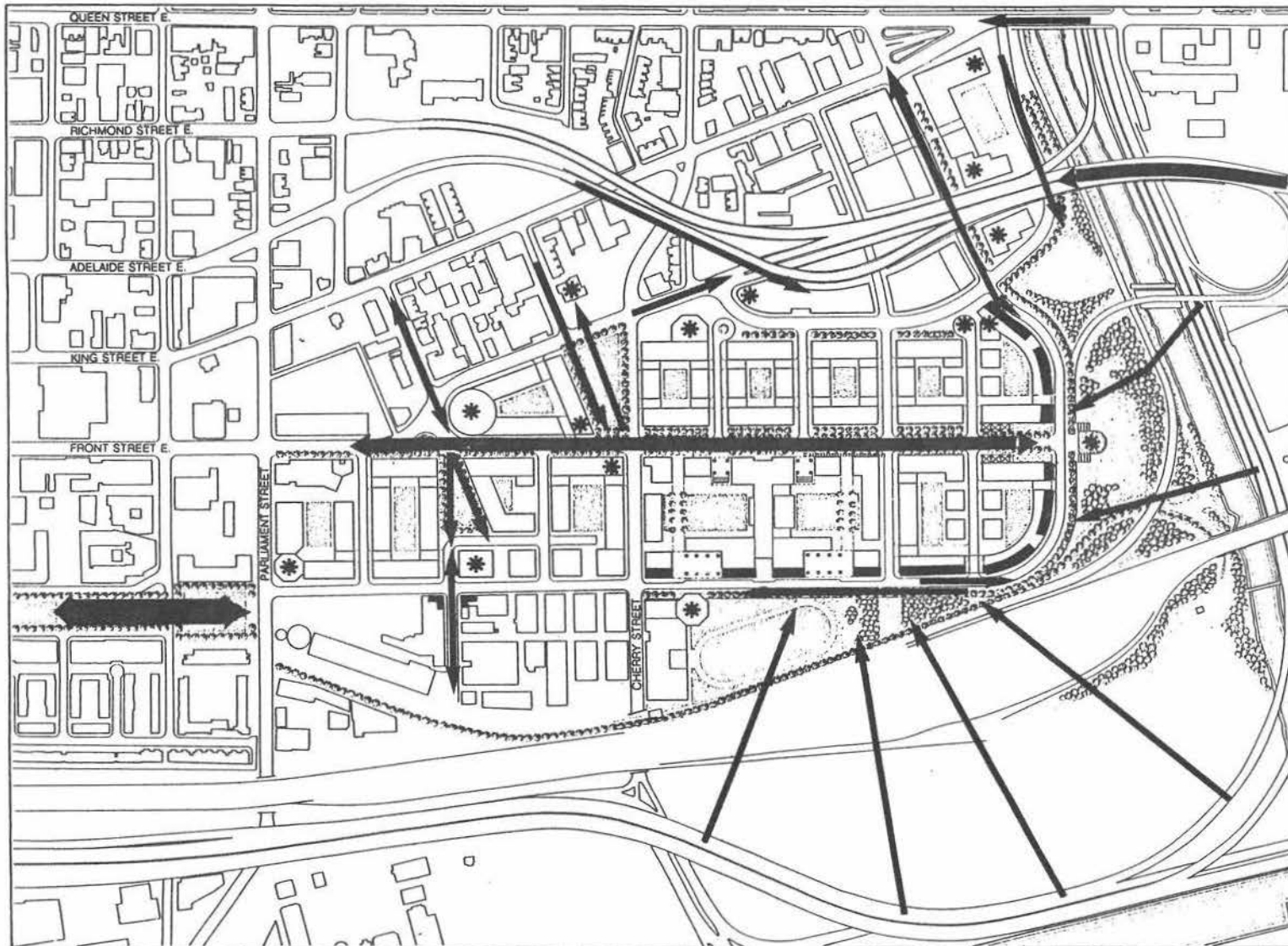
THE KIRKLAND
PARTNERSHIP

HEIGHT PLAN

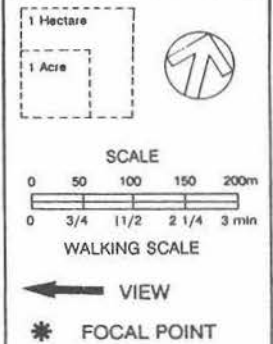
AUGUST 1990

FIGURE 10-2

ATARATIRI



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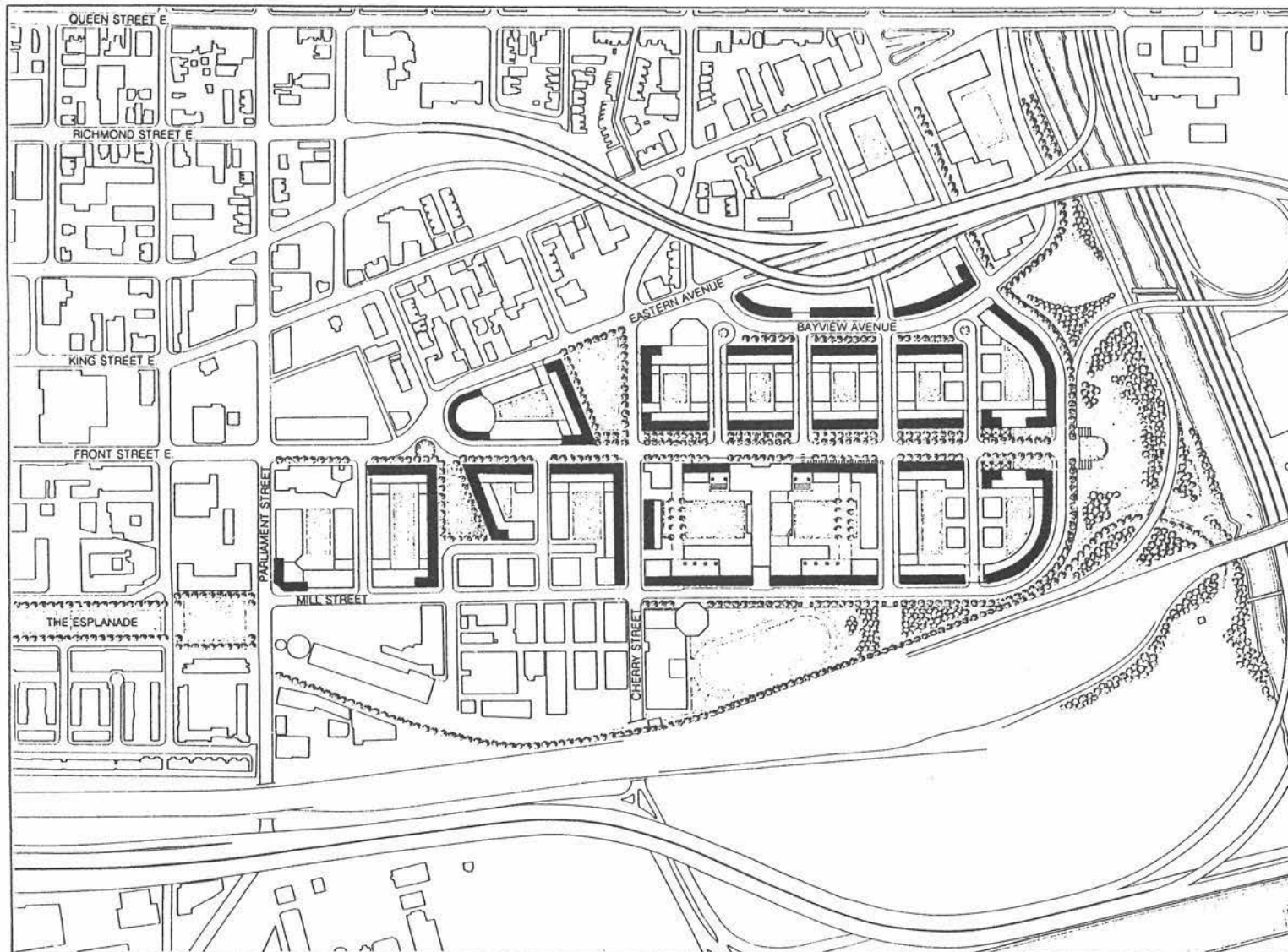


THE KIRKLAND
PARTNERSHIP
VIEWS AND VISTAS

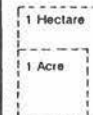
December 1990

FIGURE 10-4

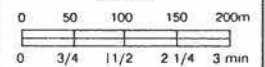
ATARATIRI



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SCALE



WALKING SCALE

THE KIRKLAND
PARTNERSHIP

BUILD TO PLANES

December 1990

FIGURE 10-5

11. IMPLEMENTATION

11.1 Development Phasing

The order and speed by which blocks can be developed in Ataratiri depends upon several factors:

- availability of services, roads, etc.;
- environmental remediation and site preparation, including flood proofing;
- existing lease commitments;
- government funding for non-profit housing and services;
- private sector funding for market buildings/the local economy;

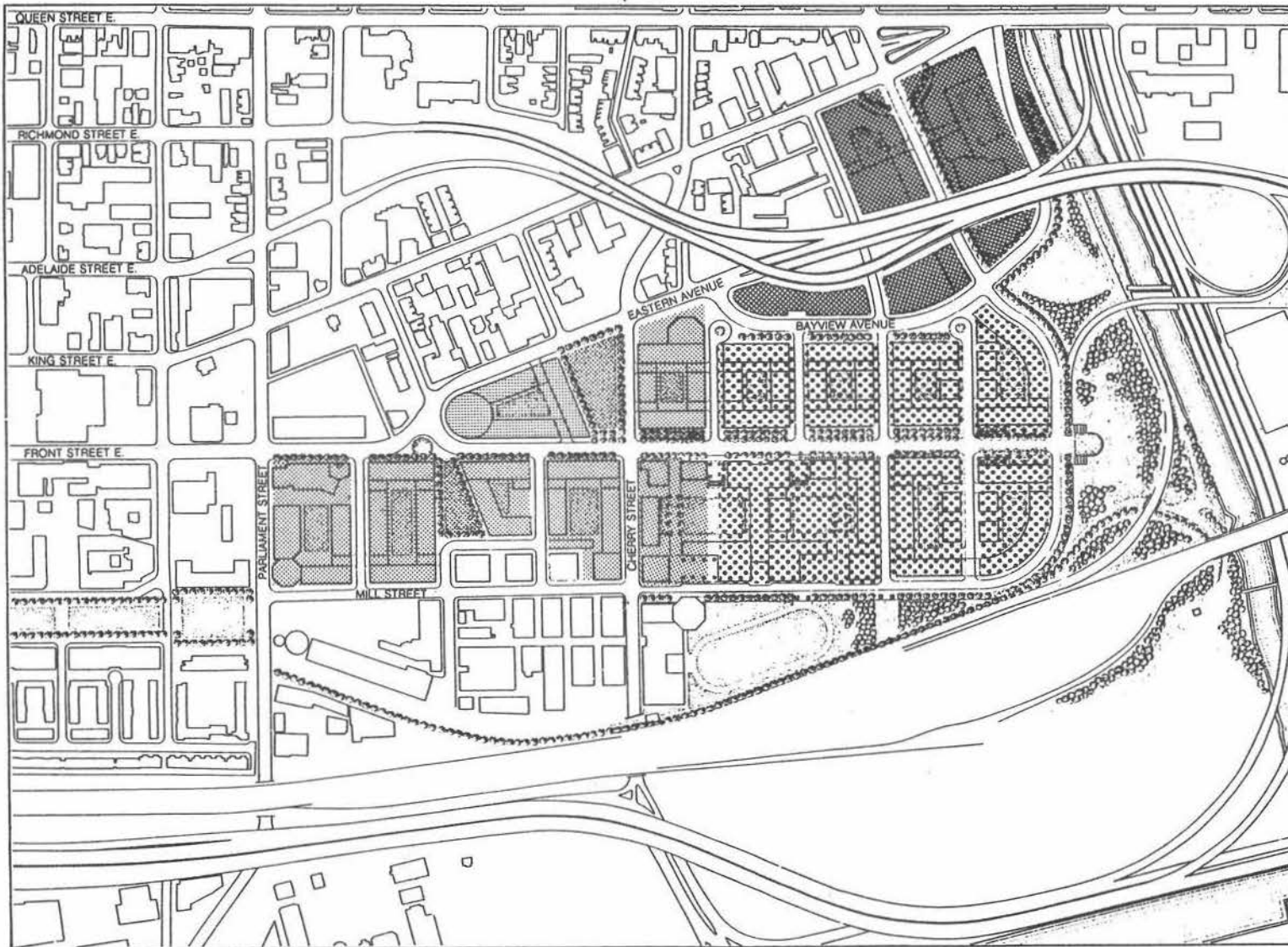
If development proceeds at a pace similar to that of the St. Lawrence Neighbourhood, it seems reasonable to assume that total build-out might take place over a 10 to 20 year period. With a development period of this length, one can expect fluctuations in the supply of funds for both non-profit and market housing; parts of the site will be vacant or in temporary use for some time. We believe that it is essential that development be phased in an orderly manner, with each stage proceeding in a recognizable cluster that is complete in itself.

The Ataratiri site appears capable of being divided into at least three areas for development purposes (See Figure 11-1). The western area contains the blocks between Parliament Street and the Canary Restaurant and Parliament Street. These blocks can likely be developed in a short period of time either immediately following or in conjunction with soil remediation. They are adjacent to the St. Lawrence Neighbourhood and King/Parliament area. Ataratiri could be integrated with these areas by developing clusters around the Trinity Common and Cherry Square. Limited services could be available immediately and a full range of shopping and community services available towards the end of the phase.

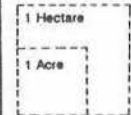
The lands north of Bayview/Eastern Avenue could be developed even before the western area is complete. The McCord site can be developed independently of the rest of the land, once the existing use is removed and environmental and flood proofing measures are completed. We recommend that the two "gateway" sites adjacent to the overpass be developed in a manner that ensures that the buildings are complementary.

Substantial site preparation will be required east of Cherry Street including soil remediation and substantial grading for the flood control embankment.

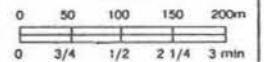
ATARATIRI






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SCALE



WALKING SCALE

-  WEST PHASE
-  EAST PHASE
-  NORTH PHASE

THE KIRKLAND
PARTNERSHIP

PHASING PLAN

December 1990

FIGURE 11-1

APPENDIX A

ATARATIRI RESEARCH PROGRAMME

The Ataratiri Site Plan is part of a larger research programme designed to prepare a comprehensive social, physical and environmental plan for the new community. This study synthesizes much of the previous land use and physical planning work and has been influenced by the environmental, social structure and economic development research undertaken by a number of other firms. For detailed information on these background studies, please consult the original documents, which are available at several Resource Centres:

- City Hall - Municipal Reference Library
- St. Lawrence Public Library
- Ryerson Library - Urban Regional Planning Room
- University of Toronto - School of Architecture Library
- York University - Government Documents/Administrative Studies Library
- Royal Commission on the Future of Toronto Waterfront
- City of Toronto - Planning and Development Dept. Library
- Ministry of the Environment - Environmental Assessment Branch

Base Data:

Commercial Vehicle Study
Survey of Existing Buildings & Structures
Legal Surveys
Infrastructure

Marshall Macklin Monaghan
Anrep Associates
J. D. Barnes
City of Toronto Public Works

Land Use and Physical Planning:

Site Plan
Urban Design Issues

Kirkland Partnership
Baird/Sampson; A.J. Diamond
and Donald Schmitt; Ferguson
& Ferguson; Jurecka, Lobko &
Tregebov

Road Configuration & Transportation Impact

Allan Freedman & Associates
Ltd.

Building & Block Study
Centralized Neighbourhood Heating/Cooling Study
Open Space Study
Residential Parking Demand Study
Stormwater Management Study
Integrated School Siting Study

Spaziani & Fong
Engineering Interface Ltd.
Hough, Stansbury, Woodland
IBI Group
Marshall Macklin Monaghan
Page & Steele Architects

Environment:

Environment Evaluation Study
Air Quality

Noise & Vibration
Soil & Ground Water
Site & Facility Environmental
Investigations
Road & Rail Risk Analysis
Flood/SPA
Health Risk Assessment

SENES
Rowan, Williams, Davies &
Irwin Co.
Vibron
Trow, Dames & Moore
MacLaren Tech. Inc.
Proctor & Redfern
Concord Scientific
Marshall Macklin Monaghan
CanTox/SENES

Social Structure and Community Services:

Social Structure Analysis
Existing Community Services Inventory

Community and Social Services

Daly/ Helfand/ Thornley
City of Toronto Planning
Department
Peat, Marwick Stevenson &
Kellogg

Economic Development:

Non-Residential Uses
Retail Marketing Study and Implementation Strategy
Community Development Corporation Study
Feasibility Analysis of Phase 1 Development Parcels

Development Initiatives
Malone Given Parsons
Community Business Centre
Hemson

Maximum Residential Scenario

LAND USE SUMMARY					ASSUMPTIONS	
USE	SQ.M.	HA.	ACRES		AVERAGE UNIT SIZE	90 S.M. GFA/UNIT
BUILDING PARCELS	160,861	16.1	39.7	49%	BUILDING EFFICIENCY FACTOR	90% GFA
PUBLIC PARKS	63,415	6.3	15.7	20%	PARKING RATIO	0.70 SPACE/UNIT
PUBLIC STREETS	100,777	10.1	24.9	31%	ASSISTED HOUSING RATIO	60%
					BACHELOR RATIO	5%
					1 BR RATIO	40%
TOTAL	325,053	32.5	80.3	100%	2BR RATIO	45%
					3+ BR RATIO	10%

APPENDIX B - LAND USE STATISTICS

Maximum Non-Residential Use Scenario

ATARATIRI LAND USE STATISTICS - MAXIMUM NON-RES SCENARIO DECEMBER 17, 1990

WESTERN AREA		DENSITY (Gross Floor Area in Square Metres)						RESIDENTIAL UNITS						PARKING		
PARCEL																
		RES	RETAIL	RES	INSTIT	NR TOT	TOTAL	SITE AREA	FSI	BACH	BED	BED	BED	UNITS	UNITS	TOT
W1	FRONT/Parliament	22,466	0	7,830	0	7,830	30,296	7,396	4.10	12	100	112	25	250	175	70
W2	Trinity West	41,904	0	1,296	0	1,296	43,200	9,504	4.55	23	186	210	47	466	279	326
W3	Trinity East	20,304	1,512	0	0	1,512	21,816	5,084	4.29	11	90	102	23	226	135	158
W4	FRONT/Cheary W	32,310	2,880	0	0	2,880	35,190	8,060	4.37	18	144	162	36	359	215	29
W5	Canary Block	30,276	2,894	0	3,629	6,523	36,799	9,504	3.87	17	135	151	34	336	202	235
W6	Cherry/Eastern	46,872	1,764	0	0	1,764	48,636	9,216	5.28	26	208	234	52	521	312	365
W7	FRONT/Eastern	23,040	4,878	18,738	0	23,616	46,656	9,174	5.09	13	102	115	26	256	154	179
NET TOTAL		217,172	13,928	27,864	3,629	45,421	262,593	57,938	4.53	121	965	1,086	241	2,413	1,448	1,689

EASTERN AREA		DENSITY (Gross Floor Area in Square Metres)						RESIDENTIAL UNITS						PARKING		
PARCEL		RES	RETAIL	RES	INSTIT	NR TOT	TOTAL	SITE AREA	FSI	BACH	BED	BED	BED	UNITS	UNITS	TOT
W8	Cherry Square	N/A	N/A	N/A	N/A	N/A	N/A	4,856	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
W9	Trinity Common	0	0	0	0	0	0	3,642	0.00	0	0	0	0	0	0	0
	PUBLIC STREETS	N/A	N/A	N/A	N/A	N/A	N/A	30,200	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
GROSS TOTAL		217,172	13,928	27,864	3,629	45,421	262,593	96,636	2.72	121	965	1,086	241	2,413	1,448	1,689

EASTERN AREA		DENSITY (Gross Floor Area in Square Metres)						RESIDENTIAL UNITS						PARKING		
PARCEL		RES	RETAIL	RES	INSTIT	NR TOT	TOTAL	SITE AREA	FSI	BACH	BED	BED	BED	UNITS	UNITS	TOT
E1	Institution/Comm	0	0	22,825	0	0	22,825	6,056	3.77	0	0	0	0	0	0	205
E2	Schools & Comm C	44,244	0	0	18,122	18,122	62,366	21,648	2.88	25	197	221	49	492	295	344
E3	Combined with B2	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0
E4	Mill Villas	38,491	0	0	0	0	38,491	7,504	5.13	21	171	192	43	428	257	299
E5	River Cres S	46,327	360	0	0	360	46,687	8,392	5.56	26	206	232	51	515	309	360
E6	River Cres N	46,327	360	0	0	360	46,687	8,392	5.56	26	206	232	51	515	309	360
E7	Bayview Villas	30,499	1,296	0	0	1,296	31,795	6,768	4.70	17	136	152	34	339	203	237
E8	Res Block	31,104	1,296	0	0	1,296	32,400	6,768	4.79	17	138	156	35	346	207	242
E9	Res Block	31,104	1,296	0	0	1,296	32,400	6,768	4.79	17	138	156	35	346	207	242
E10	Bayview/Eastern	0	0	23,004	0	23,004	23,004	4,260	5.40	0	0	0	0	0	0	207
E11	River/Bayview	0	0	22,680	0	22,680	22,680	4,200	5.40	0	0	0	0	0	0	204
E12	Gateway Tower S	21,053	0	5,875	0	5,875	26,928	2,176	12.38	12	94	105	23	234	140	164
NET TOTAL		289,148	4,608	74,384	18,122	74,290	386,263	82,931	4.66	161	1,285	1,446	321	3,213	1,928	2,249

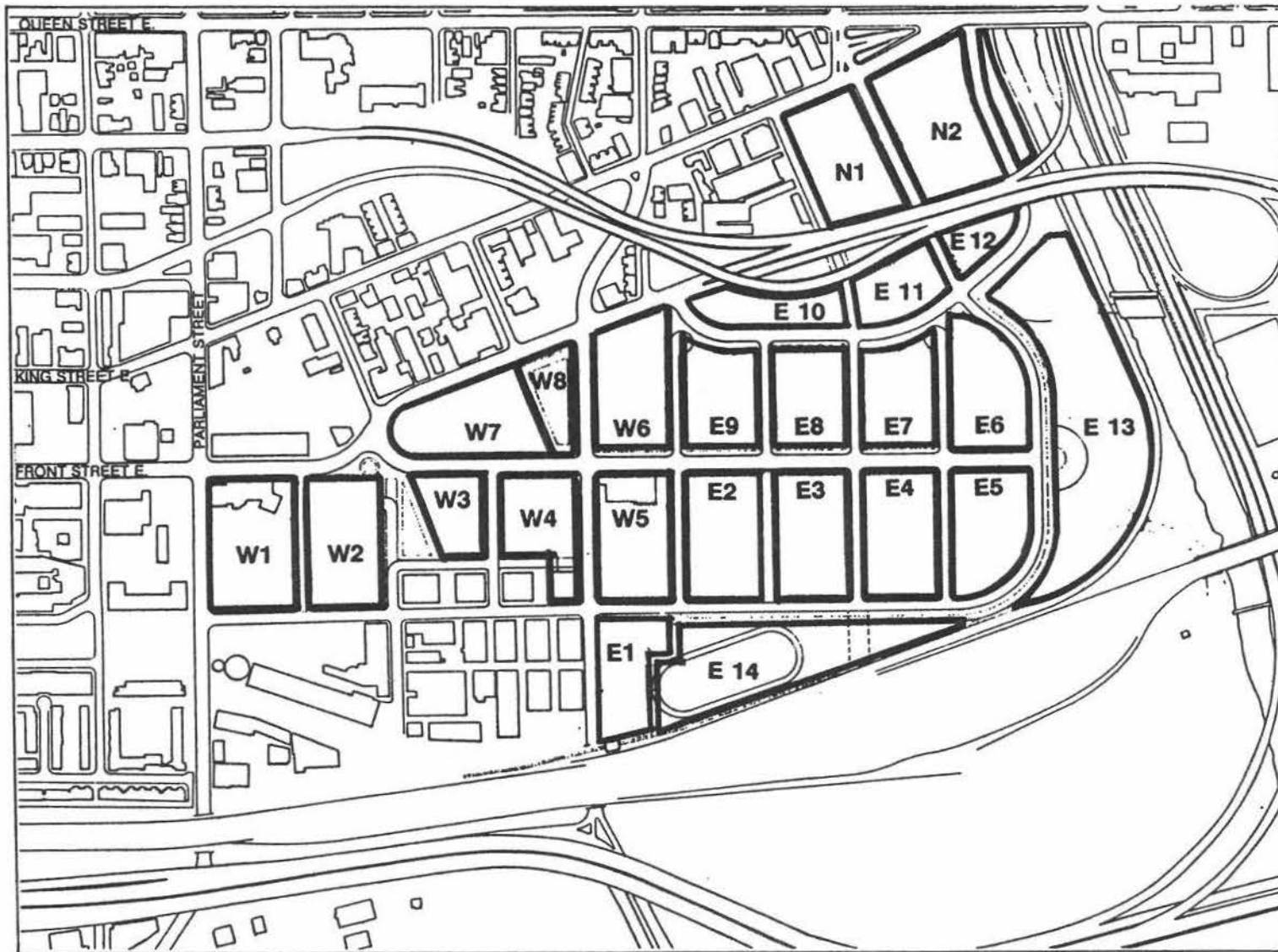
EASTERN AREA		DENSITY (Gross Floor Area in Square Metres)						RESIDENTIAL UNITS						PARKING		
PARCEL		RES	RETAIL	RES	INSTIT	NR TOT	TOTAL	SITE AREA	FSI	BACH	BED	BED	BED	UNITS	UNITS	TOT
E13	Don River Park	N/A	N/A	N/A	N/A	N/A	N/A	36,423	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
E14	Mill Park	N/A	N/A	N/A	N/A	N/A	N/A	16,994	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	PUBLIC STREETS	N/A	N/A	N/A	N/A	N/A	N/A	61,197	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
GROSS TOTAL		289,148	4,608	74,384	18,122	74,290	386,263	197,545	1.96	161	1,285	1,446	321	3,213	1,928	2,249

NORTHERN AREA		DENSITY (Gross Floor Area in Square Metres)						RESIDENTIAL UNITS						PARKING		
PARCEL		RES	RETAIL	RES	INSTIT	NR TOT	TOTAL	SITE AREA	FSI	BACH	BED	BED	BED	UNITS	UNITS	TOT
N1	MCCORD WEST	0	1,566	28,494	0	30,060	30,060	9,072	3.31	0	0	0	0	0	0	272
N2	MCCORD EAST	69,966	810	5,875	0	6,685	76,651	10,920	7.02	39	311	350	78	777	466	61
NET TOTAL		69,966	2,376	34,369	0	36,745	106,711	19,992	5.34	39	311	350	78	777	466	333
N3	RIVER EDGE PARK	N/A	N/A	N/A	N/A	N/A	N/A	1,500	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	PUBLIC STREETS	N/A	N/A	N/A	N/A	N/A	N/A	9,380	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
GROSS TOTAL		69,966	2,376	34,369	0	36,745	106,711	30,872	3.46	39	311	350	78	777	466	333

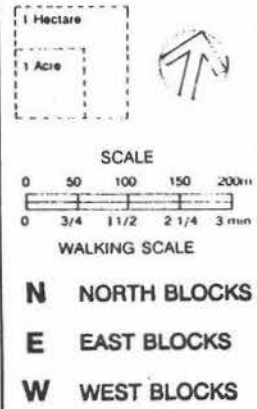
TOTAL ATARATIRI		DENSITY (Gross Floor Area in Square Metres)						RESIDENTIAL UNITS						PARKING		
AREA		RES	RETAIL	RES	INSTIT	NR TOT	TOTAL	SITE AREA	FSI	BACH	BED	BED	BED	UNITS	UNITS	TOT
WESTERN		217,172	13,928	27,864	3,629	45,421	262,593	57,938	4.53	121	965	1,086	241	2,413	1,448	1,689
EASTERN		289,148	4,608	74,384	18,122	74,290	386,263	82,931	4.66	161	1,285	1,446	321	3,213	1,928	2,249
NORTHERN		69,966	2,376	34,369	0	36,745	106,711	19,992	5.34	39	311	350	78	777	466	333
NET TOTAL		576,286	20,912	136,617	21,751	156,456	755,567	160,861	4.70	320	2,561	2,881	640	6,403	3,842	4,482
PUBLIC PARKS		N/A	N/A	N/A	N/A	N/A	N/A	63,415	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
PUBLIC STREETS		N/A	N/A	N/A	N/A	N/A	N/A	100,777	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
GROSS TOTAL		576,286	20,912	136,617	21,751	156,456	755,567	325,053	2.32	320	2,561	2,881	640	6,403	3,842	4,482

LAND USE SUMMARY		ASSUMPTIONS					
USE		SQ.M.	HA.	ACRES	AVERAGE UNIT SIZE	90 S.M. GFA/UNIT	
					BUILDING EFFICIENCY FACTOR	90% GFA	
BUILDING PARCELS		160,861	16.1	39.7	49%		
PUBLIC PARKS		63,415	6.3	15.7	20%		
PUBLIC STREETS		100,777	10.1	24.9	31%		
TOTAL		325,053	32.5	80.3	100%		

ATARATIRI



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THE KIRKLAND
PARTNERSHIP

PARCEL PLAN

AUGUST 1990

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